

The Hongkong Telegraph

(ESTABLISHED 1881.)

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October 24, 1914. Temperature 6 a.m. 72. 2 p.m. 74. Humidity 74.

October 24, 1914. Temperature 6 a.m. 72. 2 p.m. 71. Humidity 59.

WEATHER FORECAST
FINE.
Barometer 30.07

2912 癸亥初月九年寅甲

SATURDAY, OCTOBER 24, 1914.

六拜禮 號四十二月拾英曆

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\$36 PER ANNUM.

LATEST WAR TELEGRAMS.

OUR NAVY TAKES ACTION.

BOMBARDING THE GERMAN FLANK OFF THE COAST OF BELGIUM.

Fine Work by H.M.S. Lion in Heligoland Engagement.

ENEMY'S FRUITLESS ATTACKS ON LAND.

[Reuter's Service to "The Telegraph"]

Details of the Navy's Work.

Oct. 22, 10.55 p.m.
The first despatches from the fleet, by various admirals, were issued to-night and deal mainly with the Heligoland engagement and mention many officers and men for gallant conduct.

They also give interesting details of the fight, the smoothness of the sea making the detection of submarines easy. H.M.S. Queen Mary was twice attacked and avoided torpedoes by the use of her helm. H.M.S. Lowestoft also avoided attack, while the firing of H.M.S. Lion was very creditable.

Two salvoes sank an enemy's cruiser. Commodore Keyes reports that three hours after the outbreak of war two submarines made a reconnaissance of Heligoland Bight with H.M.S. Lurcher and Firedrake.

The eighth submarine flotta, day and night, without relief, protected the transportation of the expeditionary force.

His Majesty has awarded honours and medals to four officers and twenty-four men.

Navy Assists in Land Fighting.

Oct. 22, 11.35 p.m.
The Press Bureau states that at the request of the Allied commanders the Admiralty sent a naval flotilla with long range guns to the Belgian coast, where, since October 19, there has been a continuous bombardment of the German flank.

Naval balloons maintain observation. Substantial losses have been inflicted, while we have practically sustained no damage, owing to our superior range.

Admiral Hood is in command. Rear-Admiral Beatty's despatch says that the effect of H.M.S. Lion's two salvoes was most creditable, as the weather was misty and the enemy was steaming at high speed at right angles to the Lion, who was herself steaming at 28 knots.

A Gunnery Accident.

Oct. 23, 5.55 a.m.
It is stated in Dover that the death of Lieut. Wise and other casualties on the monitor Severn were the results of a gun accident, a shell blowing back.

Fears for a Submarine.

Oct. 23, 12.35 a.m.
The Admiralty announces that Submarine E. 3, Commander Cholmondeley, is considerably overdue, and it is feared that the vessel has been sunk in the North Sea.

A German wireless message stated that she was sunk on the 18th instant.

Further Violent Attacks.

Oct. 22, 5.10 p.m.

To-day's Paris communique says:— On our Left Wing considerable German forces continued their violent attacks, notably around Dixmude, Warneton, Armentieres, Badinghem, and La Bassée; but the Allies held their positions. There have been only isolated attacks at other parts of the front, all being repulsed.

These attacks were particularly at Ercourt, eastward of the Albert plateau, and westward of Craonne; also in the region of Souain, in Argonne, at Four-de-Paris, south-west of Verdun, in the region of Malincourt, Woivre, near Champlon, and north-west of St. Mihiel.

We made slight progress in Argonne and southern Woivre in the Forest of Mortmare.

LATEST WAR TELEGRAMS.

Oct. 23, 1.05 p.m.
An official communique published in Paris at 11 o'clock in the evening stated that the activity of the enemy yesterday had not slackened. To-day the battle between the sea and La Bassée was continued with undiminished violence, without the Germans succeeding in forcing back the Belgian army or the Franco-British troops.

Similarly, between Arras and the Oise the enemy made great efforts which were nowhere successful. We progressed in Argonne, and between St. Hubert and Four-de-Paris, and gained ground north of Verdun at Haumont and Brabant-sur-Meuse. We also repulsed an attack on Champlon in the Woivre region.

British Military Activity.

Oct. 23, 12.15 a.m.
An eye-witness at Headquarters states that British troops are now in two fighting spheres—the Aisne and Nieuport southwards. The results in both spheres, without being decisive, have been entirely satisfactory.

Our Left Wing on the Aisne has advanced considerably in face of some opposition, and the Right Wing has been maintaining pressure.

The tactical details from the 10th to the 18th were similar to those previously described, though there has been less use made of the Artillery. Owing to mist and rain, there has been only one night attack, which suddenly ceased. Our patrols do good bayonet work at night.

The writer emphasises that the fighting in the North is of a preparatory nature. It is mainly in an industrial region comparable to our Black Country, interspersed with fen-land, high hedges, ditches and hop-fields.

Japanese Operations.

Mr. S. Imai, Consul-General for Japan, forwards us the following official news received by him yesterday:— The heavy artillery corps of our Navy is engaged in the attack on Tsingtau.

A detachment of our fleet is now watching the enemy in the neighbourhood of Hawaii.

From French Sources.

(Official Telegram from the French Government via Peking)

Circular No. 41 states:—

"On the 22nd inst. the Germans attacked vigorously north of Lens and up to the sea, notably around La Bassée, Radinghem, Armentieres, Warneton, and Dixmude. They were repulsed by the Allied armies, who have maintained their positions. The Germans have showed a certain amount of activity on their parts of the front, making partial attacks on the Somme towards Ercourt, east of Craonne top, in the region of Souain, Malincourt and also in Argonne, Champlon and Bois-dailly, and south-east of St. Mihiel. All these offensive attacks failed, and the French troops are progressing slightly in the Argonne and in the Woivre regions."

(Havas Telegram.)

Oct. 22, 4.10 p.m.
The Russian advance is confirmed. They drove the enemy back in the region of Warsaw for more than 18 kilometres.

POSSIBLE GUN SHORTAGE.

Smokeless Powder will soon Wear Out Bore.

If the European nations continue to shoot at the rate they have been maintaining during the first month of the war, all their guns may be worn out within six months, says a Philadelphia paper.

This is due to the corrosive qualities of smokeless powder. It fairly eats up the steel muzzles of the guns and burns up their breech locks. Particularly is this the case with the nitroglycerin powder used by the British army and navy and by the German navy.

All European nations are known to have a particularly inexhaustible supply of powder or powder material, but the length of the war or the aggressiveness of the warring nations may be limited by their ability to refit worn-out guns with new muzzle bores.

In this connection it is remembered by military experts that during the Russo-Japanese war, the Japanese navy toward the end was hard pressed for new guns, all the big guns having been badly worn in the bombardment of Port Arthur. The nitroglycerin smokeless powder used

by the Japanese navy, the same as is used by the British navy, had corroded the big gun bores so badly that the heavy battleships had to withdraw from the Port Arthur blockade and refit before they could meet the second Russian fleet in the straits of Tsushima.

Plenty of Powder.

That the European powers all have an ample supply of powder to carry on war for an indefinite period unless their guns give out, was learned from officials of the du Pont Powder Company, of Wilmington. Colonel E. G. Buckner, a vice president of the du Pont Powder Company, and in charge of the company's military ammunition department, is thoroughly informed about the powder conditions of the world.

"The United States is the only power in the world that does not have powder on hand for the conduct of a war of indefinite length," said Colonel Buckner. "The United States has very little powder in storage, though it has supplied itself with a large quantity of soda, so that it will be possible to make powder in case of war. At the outbreak of the Spanish-American war, this country did not have enough powder for a good fourth of July celebration, and the reason that President McKinley held back his war declaration as long as he did,

despite abuses and charges leveled at him, was simply because he had no powder and had to give us time to make 5,000,000 pounds at the rate of 25,000 pounds a day before he declared war.

Supply in Storage.

"But over in Europe they do these things differently. They have been storing powder for years. When smokeless powder first came out, it had a lifetime of only a year and a half. But since then the smokeless powder has been stabilized, and the article we have been making for the last six or seven years will keep for twenty years. Since the stabilized smokeless powder has been on the market, the European countries have stored it away in enormous quantities every year.

"Two years ago I found that France alone had 450,000,000 pounds in storage. If this is true of France, I should estimate that Germany had twice as much and England probably as much as both of them, since England always has carried enormous quantities of powder on her big fleet. Besides that, the European countries have all supplied themselves with large quantities of powder material. Cotton, alcohol, ether and soda, the main factors in making powder, always are kept on hand in large quantities by the European countries.

"Of course, they use big quantities of powder at the rate they are shooting now. But with the powder they have and the facilities they have for making more, these countries can go on for forty years to come. The danger is in the guns. The powder corrodes the guns, and the smokeless powder is much more corrosive than the old brown prismatic powder was.

Eats Out the Bore.

"The powder will eat out the bores and let the gases escape. Then the guns fire inaccurately and lose in range. I suppose, though, they have large reserves of guns, so that they may replace worn-out muzzles. No doubt they all have a large number of reserve guns, which can be mounted on the carriages of the worn-out field or siege pieces. They may run out of guns, but they have all taken precautions not to run out of powder. I am of the opinion, though, that the European supply of men will give out long before the supply of either guns or powder."

While the life of the big fourteen-inch gun, the time during which it is guaranteed to shoot with the highest possible accuracy, is fixed at only 100 shots, it is certain that a great many more shots may be fired with them in safety. These guns are so expensive that no government has even shot one of them to the limit to obtain exact data, and the effect the powerful explosive powders have on them will be gathered only during the present European war.

Enough is known on the subject, however, to establish the fact that after the first 100 shots are fired from the big guns, the accuracy of the gun will begin to deteriorate. Its bore has been corroded and extended, with the result that much of the volatile gases will escape without propelling the projectile.

Loses Accuracy.

The shot, therefore, will not only travel with less accuracy, but also over a shorter distance.

The absolute uselessness of the big gun may not be reached until the 400th shot has been fired, but the fact remains that there is a definite limit to the amount of heavy shooting that any of the big nations can do regardless of their almost inexhaustible supply of powder.

This is particularly true of the navy guns of the British, the Germans, the Italians and the Japanese, for the reason that these navies use nitroglycerin powder. The nitroglycerin powder is far more corrosive than the nitrocellulose powder, because it produces more heat in firing. It

ACROSS THE DYING.

The Advance of A French Battery.

The following Zola-like description of the advance of a battery across a stricken field is translated from an account given by a wounded artilleryman to a comrade in hospital:—

"Never, never shall I forget that most terrible scene when we rushed our horses and heavy guns across the field, covered all over with the bodies of dead and dying German soldiers.

"We do not really see the damage done by a shell which explodes amongst the enemy; we do not see how the bodies are cut and torn to pieces. But as we swept across the field like a devastating storm, not heeding anything, we heard the creaking of bones under the horses' feet and the guns' wheels.

"The guns tittered as if they were running through a new-ploughed field. They heeled over when they passed over two human bodies simultaneously, and every now and again the horses staggered and stumbled and slipped in their mad run over those hundreds and hundreds of corpses.

Cries of Terror.

"I did not venture to look about; I kept my eyes steadily fixed on a distant point or at my horse's neck. But that did not prevent me from hearing. And I did hear the blood-stirring cries of agony and pain and despair, mingled with moaning and weeping which dominated the fearful noise of the galloping horses and guns. And the most horrible were the cries of terror of those who, though seriously wounded, had hitherto escaped from death, and saw, approaching at a furious rate, the devastating avalanche of guns and horses which would, the next moment, crush those still breathing breasts and stamp life out of the bodies.

"Where the blood-soaked soil had not yet been able to drink all the blood shed over it, pools had formed, and the red liquid mud splattered horses and men as they galloped through it.

"Only once I had more than a mere glimpse of this scene of horror. It was when my horse slipped and fell on one knee and I looked down. The moment I saw, on my left, a man—a wreck of a man—spring to his feet and make a wild gesture with his arms, as if to stop the deadly avalanche he was knocked down by the horses of the gun next to mine, and I actually heard the creaking of his bones. And this maddening vision has ever since haunted me."

Joint Line Discontinues.

The Panama Railroad Company of New York announces that as a result of the Pacific Mail Steamship Company service being discontinued they will not accept for transportation by their line any passengers or freight from New York to Pacific Coast points of the United States. The company's regular freight and passenger service between New York and the canal zone, Panama and ports in South America, Central America and Mexico will be maintained as usual.

is used by the British, German, Italian and Japanese navies, because it is more compact than nitroglycerin powder and therefore requires less storage space. The French navy uses nitrocellulose powder, as does also the French army and the German and Japanese army, all preferring the less corrosive powder on shore, where storage space is not such an important factor. The English, however, use nitroglycerin cordite for both navy and army.

TELEGRAMS.

NEWS FOR BUSY MEN.

CONDENSED.

In the Heligoland engagement H.M.S. Lion with two salvoes sank an enemy cruiser.

The British are now engaged in two fighting spheres, one on the river Aisne and the other to the south of Nieuport.

The death of Lieut. Wise and other casualties on the monitor Severn were the results of a gun accident, a shell blowing back.

Submarine E-3, Commander Cholmondeley, is considerably overdue, and it is feared she was sunk in the North Sea.

Despatches dealing with the Heligoland engagement mention many officers and men for gallant conduct.

In the Belgian coast operations, substantial losses were inflicted, but we had practically no damage, owing to our superior range.

The activity of the enemy has not slackened, and the battle between the sea and La Bassée continues with undiminished violence.

At the request of the Allied Commanders, a British flotilla with long-range guns has been bombarding the German flank from the Belgian coast since the 19th inst.

NEWS.

Further notes on the crisis appear on page 4.

Interesting war items are given to-day.

In place of our short story we give a page of war articles to-day.

"Our Contemporaries" appears on page 2, commercial news on page 9 and log book on page 6.

General news and a description of fighting at the front appear on page 3.

Hongkong Twenty-five Years Ago appears under the heading "1886" on page 4.

DON'T FORGET.

TO-DAY.

Bijon Theatre 9.15 p.m.

Victoria Theatre 9.15 p.m.

TOMORROW.

Bijon Theatre 9.15 p.m.

Victoria Theatre 9.15 p.m.

Thursday, October 29.

Sale of Leasehold Property—G.P. Lammer's Sales Rooms—3 p.m.

Friday, October 30.

Organ Recital, St. John's Cathedral, in aid of the Prince of Wales' Fund—9.15 p.m.

Saturday, October 31.

Ministering Children's League bazaar—Government House Grounds.

H.K. Jockey Club meeting—noon.

Wednesday, November 4.

Licensing Sessions.

Saturday, November 7.

Hongkong A.D.C. "Blue Bird" Gala night, Theatre Royal—9.15 p.m.

Tuesday, November 10.

Hongkong A.D.C. "Blue Bird" Theatre Royal—9.15 p.m.

Centenarian Volunteer.

An old soldier, one of the Emperor Nicholas I.'s "iron men," has tramped a hundred miles to Kastrons to offer his services as a front-line volunteer. The veteran, says the Morning Post, is a hundred and three years of age, hale and hearty, wearing usually a row of medals won in the Crimean campaign, the Turkish war, and other historical fights.

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Hongkong, 16th August, 1910

LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years. He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write c/o "Hongkong Telegraph" office or direct to 39 Cochrane Street, 1st floor.

Hongkong, 29th Jan., 1912.

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HONGKONG.

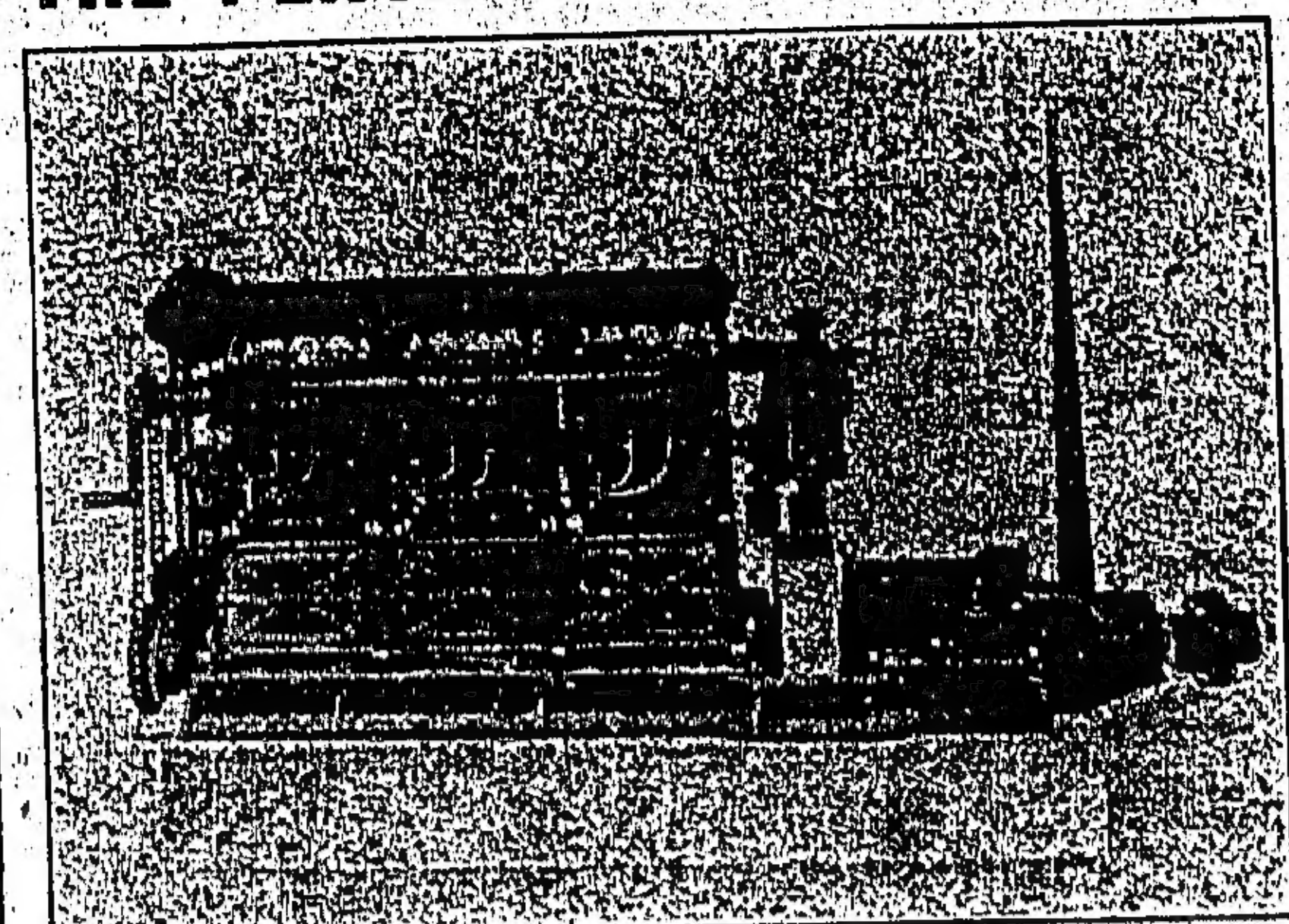
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Hongkong, 16th July, 1913.

NOTICES

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South China Morning Post.

Peace!

With the outbreak of general war President Wilson, even though late in the day (to have been earlier would have counted a charge of meddlesomeness) felt justified in offering, under a provision and injunction of the Hague Convention, the good offices of the United States to effect a peaceful adjustment of the dispute. The step was taken with the approval of the Cabinet and of every sane citizen of the United States, and to each of the Powers concerned was sent a formal friendly tender, all other Governments being officially notified through their respective diplomatic channels. What has come of the offer? It was formally acknowledged—promptly and courteously by Great Britain and her allies, and somewhat tardily by Germany. But nothing has eventuated and there is no indication that in the near future any change of disposition on the part of the belligerents is likely to occur to bring about a discussion of terms of peace at The Hague, in the United States or anywhere else. All that has resulted, and it is of little moment to those who are concerned in the great struggle of life and death, is that the United States, as an avowed advocate of peace, has been placed at this time by the President in a consistent position before the world. For the present at least the dove of peace has had her wings clipped and the world is learning the lesson the peace movement has been teaching in the most difficult and costly way.

Daily Press.

War Forecasts.

During the last few years many attempts have been made to foreshadow what the next great war would be like; all, in the light of present experience, being utterly shadowy and unreal. In the first place, the war between Great Britain and Germany which was felt to be coming was always depicted as starting, if not closing, with a great naval battle in the North Sea. But no such battle has yet eventuated. There has, it is true, been an engagement, almost of the nature of a cutting-out operation, but of battle in the true sense of the word there has been none; though it may be too much to say that a great naval battle will be avoided. Naturally, it is to the sea that an Englishman first looks when he enters the lists with a foreign country, for, as Carlyle somewhat surprisingly admits, "The English almost as if by nature can sail, and fight, in ships; cannot well help doing it"; but if the enemy's ships refuse to come forth, preferring the protection of land forts to the protection of their own guns, there can be no naval battle worthy of the name. Curiously enough, our romanticists did not foresee that this policy was the only one possible for Germany if she desired to preserve her fleet, since the odds against her were too great to permit of any hope of victory.

China Mail.

The Colony's Financial Condition.

It will be seen that the opium monopoly has proved even more lucrative than was anticipated, the estimates showing that the revenue from this source was much larger than was expected. Even with a continuance of the present high price for the drug it is believed that the revenue from this source will next year be even larger than it has been this year. The revised estimate shows that \$4,000,000 is the figure estimated. The items set down for expenditure may, His Excellency hints, be subject to curtailment owing to the unsettled condition of affairs. That is but to be expected, and indeed, some of the schemes in hand and others proposed might be shelved to a more opportune time without any serious harm resulting. In that matter the Government, we may be certain, will not be slow to act in the direction most likely to lead to the welfare of the Colony as a whole.

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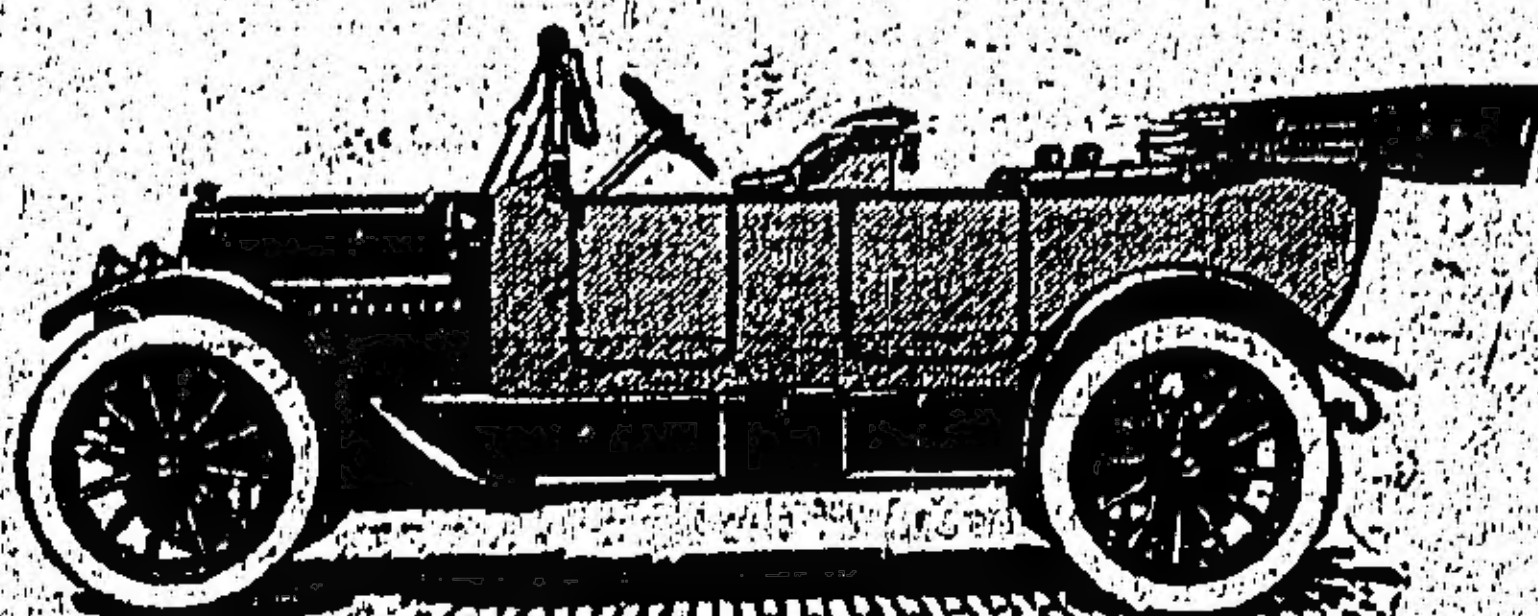
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GENERAL NEWS.

Rubber for Germany.

A correspondent in the *Financial* of September 7—calls attention to an effort which it is alleged is being made to buy 300 tons of rubber in London on German account, to be shipped through Rotterdam. It is supposed that the rubber is wanted for the tyres used on the innumerable automobiles employed in the war by the enemy. The *Mining and Metallurgical* (says the London paper) must be on their guard against all attempts of the kind to obtain supplies from this country via neutral ports. But, whilst it will not be a difficult matter to prevent the shipment of rubber from London to any port with which the enemy may have indirect access, the fact should not be lost sight of that we do not hold a monopoly of the rubber trade. Rotterdam has always carried on a considerable business in raw rubber with the Netherlands Indies, and such trade as may be done between this port and our foes is obviously beyond our control. We can only keep a watchful eye on the business here to the end that we at least render no assistance to the foe in respect of this very essential commodity.

German Dyes.

This reason for the world's dependence upon Germany for its supply of dyes is explained by the remarkable growth and expansion of such pioneer companies as the Badische Anilin und Soda-Fabrik of Germany, whose gross sales are \$70,000,000 (gold) annually. The plant has a frontage of a mile and a-half on the Rhine, and is the largest of its kind in the world. Some idea of its size may be gained from considering that 158 boilers, 13 dynamos (generating 7,033 kilowatts), and a local waterworks, gas works and ice factory are operated. There are 41 telephone sub-stations, 539 fire hydrants, and the company maintains its own fire department, including 25 steam-engines. The number of workmen until recently was 8,000, and, besides 918 officials in the commercial department, there is a staff of 217 chemists and 142 civil engineers. The company was founded in 1865 and introduced its products to foreign markets in 1871. Products comprise the entire range of artificial organic colouring matters—aniline, alizarine, naphthol, resorcin, galic acid dyes and synthetic indigo. The entire industry has sprung up from the production of dyes derived from the coal-tar. The Badische Company also makes its heavy chemical reagents which are used to convert the initial materials into dyes.

"Cleansing" The German Language.

The amusing process of clearing the German language from all English elements goes merrily forward in Berlin. All hotels with names like Hotel d'Angleterre, Hotel London, Hotel Bristol, &c., have been re-baptised. They usually get the name of Hohenzollern Hof. The newspapers ask their readers, to suggest new words for "sport," "lawn tennis," and "golf," and exceedingly funny are some of the suggestions in response. Apparently the hardest nut to crack is a German word for "gentleman." It simply cannot be found and the difficulty in finding a German equivalent speaks volumes.

The Deadhead.

It may interest entertainment providers who rage against the "deadhead" to know the origin of the hated word. A correspondent says that in the National Museum in Naples there is a case of theatre admission tokens which were found in the Tragic Theatre at Pompeii. They are made in various forms and of various materials; but the most significant are a set of tiny skulls carved out of ivory, which were used by councillors and others who had the right of free admission. Hence, according to a correspondent, the word "deadhead." Whether his theory is right or not, the skull as a pass is much more picturesque than the "paper" of today.

NOTICE

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EXCLUSIVE AGENTS.

MOUTRIE'S.

THE STRICKEN FIELD.

BRITISH OFFICER'S GRAPHIC LETTER.

Moonlit Heaps of Dead.

The *Globe* quotes the full, winged extracts from a graphic letter written home by an officer now serving at the front:—

So many thanks for writing and sending papers. We have hardly a moment for reading. I am now sending this on the chance of getting it through to the coast. Well, we have had an awful time, so hard to describe, so crowded with terrible sights, and yet enlivened by comradeship and helpfulness that even the horrors of war and the nightmares which surround it are forgotten in the precious and touching scenes which only can happen on the field of battle. My job as a lieutenant in the Yeomanry puts me junior to all the Army lieutenants in the—, but it has been immensely useful that my knowledge of French, and also the part of the country, which I knew as a schoolboy, enables me to be helpful as scout and in charge of reconnoitring parties.

We have had some tidy scraps with the enemy in out of the way places, and also active service brightens up one's wits and sharpens faculties of observation. It is just three weeks since we left Boulogne for Le Cateau, and I have done more riding in that time consecutively than at any time in my life.

A Tribute to "Bob."

Of course Bob is the best horse for campaigning, as he never goes lame and keeps in good condition in spite of heavy work. To his fleetness and endurance I owe my life at Landreocles when we were in a very hot corner; only a party of fifteen engaged forty Uhlans and we were tired out after a heavy day's reconnaissance in a difficult country. But our boys charged right into the Uhlans, slashing right and left with their swords, and nine were killed out of hand and twelve badly wounded. We chased the rest, who took to their heels, and shot fifteen of them with our revolvers. Darkness prevented us from penetrating a thick wood in which they took refuge. Moreover we wished to get back to camp as four of our men were badly wounded.

There is this advantage in scouting, that you see a lot of the people in the villages and hear their tales of woe, and it is certain that the Germans are in many instances conducting themselves worse than brute beasts would behave; in murdering women and girls apparently on the most frivolous pretexts; in mutilating wounded on the field; in torturing peasants out of pure savagery; there can be no question that when the whole of detailed information and reports are collected this campaign will be labelled as devilish and inhuman beyond all question.

Treachery.

The worst of the Germans is their treachery. There was a heavy struggle the second day we started at a Belgian town named Mons, on August 23, on a

FOR THE LADIES.

Madame CASULLI, the well-known Parisian dressmaker, is on her way back to Hongkong after having made purchases for the winter season.

Owing to the detention of the "Miyazaki Maru" at Aden, she will arrive here on the 26th inst. with a lot of walking and evening dresses, trousseaux, novelty clothes, hats, etc., etc.

All these novelties, which represent the latest creations of the leading firms of Paris, will be exhibited at the PEAK HOTEL, on and after the 29th instant, from 10 a.m. to 1 p.m. and from 2.30 to 5.30 p.m.

Sunday. Here the enemy pretended, when cavalry charged them, to surrender and laid down their arms. As soon as Lancers and Dragoons got up to make them prisoners, the scoundrels picked up their arms and fired. Of course they were punished for their treachery, and 60 Germans were slain out of 80. The men were in no humour for striking gently such curs as that.

Then the saddest sights are the moonlit fields of dead. Germans literally piled in heaps, many wearing French uniforms taken from prisoners made in earlier engagements, and the wreckage strewn far and wide of every conceivable kind battered and smashed. No one who has ridden over a stricken field with 200 corpses in a length of a mile would repeat the experience from choice or curiosity. And yet these scenes are the necessities of combat, and we are kept going by excitement, and hardly realise for the moment what we are experiencing. For me it is almost impossible to collect thoughts and set them down coherently. To keep a diary is out of the question.

Let me assure you that nothing has been left undone by General Smith-Dorrien or General Chetwode for the comfort and feeding of the troops in this division. At first the French cavalry did not get up in time, and it was touch and go for about four days after Mons, and nothing could have exceeded the extraordinary and indomitable pluck and perseverance of all our men in tackling the Germans whilst we were retreating, remembering that their numbers are 10 to our 1.

An experience worth relating is that my French sergeant is not only a first-rate shot with his revolver and a splendid horseman, but amazingly good as a cook. He is a brother of a French chef at Buckingham Palace who prepares the Royal meals, and actually received from London a couple of menus from the King's table, showing how wonderfully simply our Sovereign and the Queen live in their home life. Who would have thought to have hit across such a thing in the midst of a campaign?

There is always a risk that Uhlans are riding in small parties between Amiens and the coast. For we are prowling about (French and British) as scouts, sleeping where we can, and, as a rule, travelling through the night. It is fine weather, and our machines keep off the heavy dew in our bivouacs.

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Hongkong, 28th August, 1914.

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FOR SALE.—A Boat fitted with H.P. Motor. Speed 6 to 7 knots. Apply "X.Y.Z." c/o "Hongkong Telegraph."

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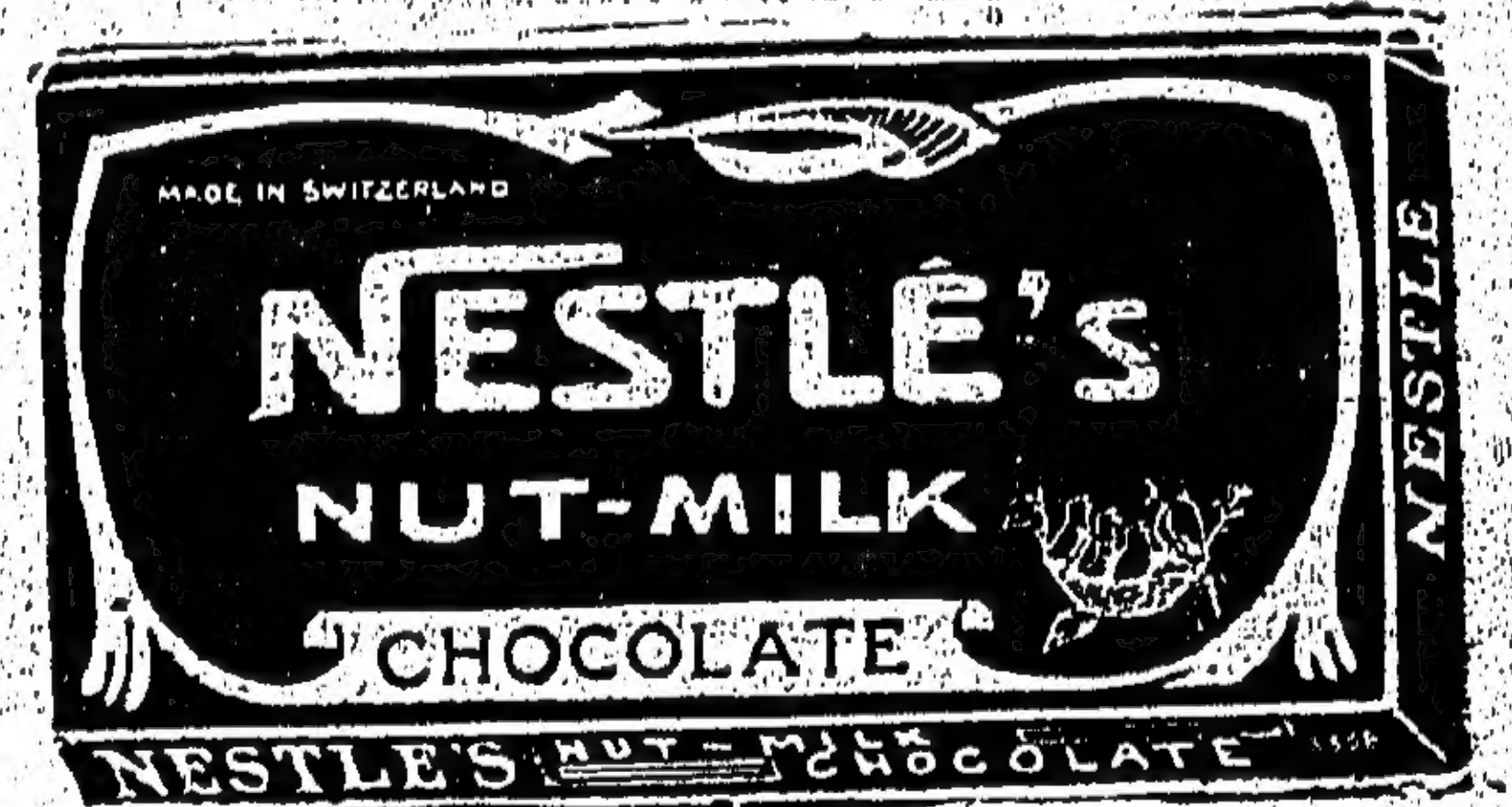
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This preparation differs from, and entirely supersedes all the advertised plasters and solvents. It gives immediate relief and effects a speedy cure. It is not a caustic, but a solvent of the decayed cuticle; and will effect a cure where all other applications have failed.

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Daily issue—\$36 per annum.

Weekly issue—\$13 per annum.

The rates per quarter and per month, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is \$1.00 per quarter. Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

(Payable in Advance.)

The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Sharncliffe, Canton, who have been appointed our agents there.

By Order, "HONGKONG TELEGRAPH."

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

情倘無非就其真意也。———日百張本

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The Hongkong Telegraph.

HONGKONG, SATURDAY, OCTOBER 24, 1914.

THE NEW NAPOLEON!

Not long ago Mr. Churchill gave an interview in London to an American newspaper man on the subject of the war, in the course of which he said: "In a word, it is the old struggle of a hundred years ago against Napoleon. The grouping of forces is different; the circumstances are different; the occasion is different; the man, above all, is different—happily." (Italics ours.) The First Lord never made a truer statement in his life than this last. The wonder is that it should have been called for; that it should have been necessary to point out that Napoleon and the Emperor William had just about as much in common as Oliver Cromwell and the modern labour agitator. And yet, any time during the past dozen years, we have heard persons of all nationalities get hysterical in their admiration for the Kaiser; and, even since the war broke out, there have been plenty of individuals hailing from neutral countries who—though not necessarily sympathising with German methods and ambitions—were quiet ready to tell us that one must needs admire the Kaiser's pluck in throwing down the glove to such a host of enemies.

Pluck! If a twelve-stone man, who is ignorant of boxing, challenges a fourteen-stone man who is by no means ignorant, for one bystander who would "admire his pluck" ninety-nine would be more likely to "wonder at his cheek" and to tell him, in terms qualified or unqualified, according to the habits of the speakers, that he was a fool. To some extent we should side with the hundredth man, for we should argue that the challenger knew, within a little, what he was letting himself in for; and, further, that he personally was going to take the hammering. But when Kaiser Wilhelm challenges the world, it is his unfortunate troops in the first place, and the starving women and children and the bankrupt traders of Germany in the second, who are going to get the blows. Not only so, but, in his amazing self-sufficiency he cannot conceive of the bare possibility of Germany's being defeated. At a rough guess we should be inclined to say: the greater the self-confidence the smaller the amount of pluck required.

"The man, above all, is different—happily." Could a greater difference exist between any two men than that between this would-be hero and Bonaparte? Bonaparte was friendless and comparatively poor at starting; the Kaiser succeeded to an empire which his grandfather had made, and for years was foster-fathered by Bismarck; Bonaparte did everything for himself, the Kaiser has done nothing; the one was a man of deeds, the other thinks that big words will carry him through. Bonaparte calculated every chance of victory and defeat down to the smallest fraction; the Kaiser has done nothing but miscalculate, as, for instance, when he reckoned on the French guns being forty years out of date, and on an imminent revolution in Russia, on a civil war in England, and on the entire falling away of all the British Colonies. Could Napoleon have blundered in that fashion? Napoleon, too, was beloved by his troops. Is the Emperor William also beloved? Then where can any possible resemblance lie between the two?

On Cuss-words.

The Outlook—a New York weekly of good standing—has some very sane remarks in the last issue to hand on the subject of profanity. "Probably," says the editor, "a great deal of it is due simply to stupid, unthinking imitation, a good deal of it to a habit, formed the swearer hardly knows how, and continued when the swearer is hardly conscious of it. So far as there is any ostensible reason for it, it is a desire to emphasise one's veracity; it is a kind of travesty on the taking of an oath in a court of justice." That is rather well put. "Cussing," in general is, of course, a sheer matter of habit and, as such, becomes less an actual vice than an offence to society. The man who swears freely before other swearers is, maybe, doing no particular harm beyond wasting a lot of valuable energy; the man who deliberately swears before those who object to the practice is a boulder. How the habit is acquired it is difficult to say; but, roughly, one may divide the habitual swearers into two groups: those who grew up in homes where bad language was common and who therefore never realised that there was anything extraordinary in using tabooed words; and those who, at the hobbled stage between boyhood and manhood, started to swear just as they started to smoke—because it seemed to them a right manly thing to do.

Another Explanation. Accident sometimes breaks these youthful swearers, of both classes, of the habit while they are still on the early side of manhood. In fact accident plays a big part in the whole question. The accident, for instance, of men's being deprived, for long periods at a time, of the society of womenfolk is quite sufficient to make them careless as to their language. At sea, in camp, on a plantation or a ranch, the feminine element is missing, and with it, much that makes for the refining of men; therefore it is natural that the language used under such conditions should be less restrained in general. It is a mixed company. The habit, too, is undoubtedly contagious.

The Harbour Moorings. One very excellent scheme which was foreshadowed in the Budget statement at Thursday's meeting of the Legislative Council is that for the acquisition and rearrangement by the Government of the private moorings for coasting-going vessels in Hongkong Harbour. The present system, by which old established shipping firms, with small boats, possess many of the deepest anchorage, to the prejudice of the owners of bigger vessels who have since come into the field, has grown up with the expansion of the Colony as a port, and it is one which circumstances have proved to be very unsatisfactory. The new proposal is that the Government will purchase the moorings from their present owners and re-arrange them in accordance with modern requirements, taking due account of the depth of water. These Government moorings will then be classified as berths for vessels of 600, 450 and 300 feet respectively, and instead of incoming boats going to their customary bays they will be assigned to whatever suitable moorings are vacant. A Distinct Advantage. Not only will this scheme operate with due consideration for the claims of big liners but it will also result in the avoidance of good moorings remaining vacant merely because the ships of a particular line do not happen to be in port. Looking at the financial side of the matter, it may be remarked that the purchase of the bays will involve an outlay of a quarter of a million of dollars; against which must be set off an estimated annual revenue of about \$20,000 a year in normal times, which, we are told, will cover the interest on capital expenditure and working expenses. It is calculated that the adoption of this plan will obviate the necessity for dredging certain portions of the harbour. If it does, a costly undertaking will be avoided, though there are many shipping men who are of the opinion that the evil day will only be postponed and that eventually a big dredging scheme will be imperative. As to that, time will tell.

DAY BY DAY.

HE MUST GO THAT THE DEVIL DRIVES.

The Weather. Lower level 8 a.m. Temp. 78; overcast. At the Peak 8 a.m. Temp. 64; overcast.

The Mails. Siberian Mail.—Due to arrive to-day. Siberian Mail.—Due to arrive to-morrow. Siberian Mail.—Closes to-day at 3 p.m.

Count the Columns. Yesterday the Telegraph published 37 columns of solid reading matter. To-day there will be 40 published.

The Dollar. The rate of the dollar on demand to-day is 1s. 8-9-16d.

To Consignees. Consignees of cargo by the s.s. China and the s.s. Benavon are reminded that goods remaining undelivered after Monday will be subject to rent.

Cancelled. It is officially notified that Notification No. 221 of the 12th June, 1914, relating to the recognition of Mr. Adolf Widmann, as Acting Danish Consul in Hongkong is cancelled.

The New Magistracy. Tenders for furniture and fittings in the Courts at the New Magistracy, are to be received at the Colonial Secretary's Office until noon of Monday, November 2.

Exempted. The General Merchants' Association and the Hongkong Commercial and Industrial Association have been exempted from registration under the Societies Ordinance.

"The Great Duncan." Owing to the fact that the s.s. Manchuria will not arrive until Tuesday, the "Great Duncan" will open at the Victoria Theatre on that night, and not on Monday, as previously announced.

Donation Acknowledged. The Secretary of the Chinese Missionary Society, South China Mission, begs to acknowledge with thanks the receipt of \$50, being part offertory at St. Andrew's Church, Kowloon, in aid of the C.M.S. Pakhoi Hospital.

Oxford Locals. As the Hongkong University Scheme of Local Examinations makes no provision for the examination of Preliminaries, the Committee of the Oxford Local Examinations has decided to arrange for an examination of candidates, in any section, here in July 1915. Applications should be made to the Hon. Sec., the Rev. C. H. Hickling, 63, Robinson Road.

Dynamite Without Permission. A Chinese was charged this morning with carrying twenty-nine packets of dynamite without having the necessary permission. The defendant explained to Mr. J. R. Wood, at the Police Court, that he had been paid fifty cents to take the explosive to Saiwanho. He did not know what the bundle contained. The defendant was fined \$25, or one month's imprisonment.

Hidden Ammunition. Before Mr. C. D. Melbourne, at the Police Court, a Chinese was charged with unlawfully being in possession of 520 rounds of Winchester rifle ammunition without the permission of the Captain Superintendent of Police. The ammunition was found in a box, the sides of which had been honeycombed with holes for the receipt of cartridges, on board the s.s. Tencar. Another trunk with a rifle and revolver concealed was found on the same boat, but no owner for this was forthcoming. The defendant was fined \$100.

Mr. G. A. Hancock. Mr. G. A. Hancock, M.A., F.R.G.S., late senior master at St. Stephen's College, left the Colony yesterday on route to Australia. Mr. Hancock, before his departure, was entertained by the Old Boys and also by the students of the College, the latter presenting him with a gold watch suitably inscribed; together with a gold and jade bracelet for Mrs. Hancock. A large number of students visited the boat before she sailed. Mr. Hancock was a well-known member of the Otago Rowing Club and will be missed in educational and athletic circles.

NOTES ON THE CRISIS.

FROM SEA AND LAND.

Fine Results of the New Co-operation.

The transference of the struggle against Germany from land to sea—or, rather, the co-operation of the Allies' military and naval forces—as reflected by the operations along the Belgian coast, is being attended with most fruitful results. In rushing their troops across to the sea-coast, the Germans do not appear to have taken sufficiently into account the new opening which that move gives us. Developments could not have worked out better for us if we had planned them ourselves. Parenthetically, who will say that, after all, we have not had a hand in the business? Anyhow, we now know that a naval flotilla, with long range guns, has, at the request of the Allied Commanders, been harassing the German flank with deadly shell-fire since the 19th inst., the plan being materially aided by observations made from naval balloons.

Foolish Stories.

These new operations have resulted in "substantial losses" being inflicted on the enemy, while we ourselves have sustained practically no damage, owing to our superior range. That latter remark deserves emphasis. There are folk who have been so misled by exaggerated stories of the possibilities of Germany's long-range guns that they have begun to believe that all the enemy had to do was to mount a few of these wonderful weapons along the coast, and under cover of these the Germans could do practically as they wished. These individuals have even gone so far as to think it likely that huge German naval forces could be landed on Belgian soil under the protection of these weapons. How the ships transporting these marines were to escape the vigilance of the British Fleet in the North Sea, they have never stopped for a moment to consider.

The Danger to Germany.

Germany admittedly has some long range guns, but so far these have been mostly used in dropping shells into besieged towns—a work for which they are especially suited. These guns, however, are cumbersome things to move about on the battlefield, and we may take it that none of them has been rushed to the coast, where, after all, their utility would not be very great. The advantage we possess from our long-range guns aboard ship is obvious, as, with the movements of the flotilla, they can be brought to bear from practically any point. And the enemy must now be grimly conscious of that fact. With pressure being exerted both from land and sea, the enemy's Right Wing is in distinct danger of being turned. Should matters work out in that way, the Germans may well be sorry that they ever hurried their troops to the Belgian coast-line. At any rate, the successful co-operation of naval and military forces makes the German boast of preparations for an attack on England quite laughable.

Fine Naval Work.

The official story of the Heligoland engagement makes most thrilling reading, and it shows to what a high pitch of efficiency our Navy has attained. Especially fine was the work of H.M.S. Lion, which, with two allies, accounted for one of the enemy's cruisers, even when steaming at 28 knots at right angles to the enemy boat, also going at full speed. There is certainly nothing wrong with British naval gunnery. As in the case of the land operations, so with the naval work—honours are being distributed among those who deserve them, irrespective of rank. Twenty-four officers and a like number of men are now recognised in this way. Honour to whom honour is due is the British motto to-day.

Ordinances Approved.

His Excellency the Governor has given his assent, in the name and on behalf of His Majesty the King, to the following Ordinances passed by the Legislative Council:—Ordinance No. 26 of 1914.—An Ordinance to amend the July Ordinance, 1887. Ordinance No. 27 of 1914.—An Ordinance to provide for the formation of a Special Police Reserve.

1889.

HONGKONG TWENTY-FIVE YEARS AGO.

Compiled from the "Hongkong Telegraph" files for the week ending Oct. 24, 1889.

The Dollar.

The rate of the dollar on demand, on October 24, 1889, was 3/11.

Trade Mark Case.

October 18.—"At the Supreme Court this afternoon, before Mr. Justice Wise, Mr. Pollock applied for an injunction to restrain Messrs. Renter, Brockelmann and Co. and Messrs. Carlowitz from manufacturing, selling or exporting preserved ginger, under the trade mark of Man Loong. The matter was adjourned until Monday."

Gaoi Food.

October 18.—"A Government Notification above the signature of Mr. A. Lister, Acting Colonial Secretary, appears in the Gazette of Saturday last. Alfred wants tenders for 'the purchase of waste food from Victoria Gaoi for the ensuing year commencing December 1, 1889.' This, the honourable gentleman informs us, consists of kitchen refuse and waste rice, congees, vegetables, fish, etc., averaging 100 lbs. daily. Only fancy the British Government of Hongkong huckstering over waste food, kitchen refuse, etc. What will the successful contractor do with this garbage, cher Alfred? If it is fit for human food, are there no starving beggars in the street to whom it would be a godsend? If it is not, what about the danger of spreading disease throughout the Colony? Mr. Lister, if he were asked to come down from the lofty pinnacle of his own imagination has elevated him to, would possibly say that this waste food, kitchen refuse, congees, vegetables, fish, etc., is used by Chinese for feeding their pigs; but he would be very far from the actual state of the case in this assertion. It would be well worth inquiring to what actual purposes this kitchen refuse and waste food are applied. But anyhow, the Government is playing very low down when it calls, through the official Gazette, for tenders for decayed rice, vegetables and fish, the 'leavings' of the not too bounteous-fed prisoners in Victoria Gaoi."

German Influence in Africa. October 19.—"A contemporary remarks that if it be true that Germany is seeking an alliance with Portugal, the reason may be looked for in the eagerness of the former Power to extend its influence in Africa."

Piracy.

October 23.—"At the Police Court this afternoon, before Mr. Robinson, the men charged with attempting to commit piracy on board the steamer Scophoon were again arraigned. Captain Moles said there was considerable difficulty experienced in arresting the eight prisoners. George de Silva, the second engineer, said that the prisoners made no resistance at all. Mr. Wilkinson, who appeared for the prisoners, applied that the charge might be dismissed, but his Worship refused, as he had to look over the evidence in the case. He added that he thought that one at least out of the whole number would certainly be detained on the charge of having a revolver in his possession, and he would order another remand and deliver judgment to-morrow."

Sanitary Board.

October 24.—"Board met yesterday. Everybody present but Mr. J. D. Humphreys and Dr. Ho Kai Long meeting—great deal of talk. Results—Resolved that copies only of documents should be circulated among the members. Resolved, on the motion of Mr. Ede, seconded by Mr. Francis, 'That the Sanitary Superintendent submit to the Board at an early date, a report showing the manner in which the laundry work of the Colony is at present carried out, and giving any suggestions for the improvement of the general laundries.' ... Committees were appointed to report on the new rules for market inspectors, and the cultivation of calf-lymph here; and, in the end, Dr. Ayres gave notice of his intention to ask at the next meeting if there was any prospect of the Tytan supply extending above Hollywood Road. Then the Board dispersed."

1889.

SHARE REPORT.

The quotations which follow are from the Hongkong Telegraph for Oct. 24, 1889.

Hongkong and Shanghai Bank—182 per cent. premium, sellers. Union Insurance Society of Canton—\$110 per share, buyers. China Traders' Insurance Company—\$72 per share, sellers. North China Insurance—Tls. 330 per share, buyers. Canton Insurance Company, Ltd.—\$135 per share. Yangtze Insurance Association—Tls. 100 per share. Hongkong Fire Insurance Company—\$382½ per share, sellers. China Fire Insurance Company—\$84 per share. Hongkong and Whampoa Dock Company—64 per cent. premium sellers. Hongkong, Canton and Macao Steamboat Company—\$40 per share, buyers. China and Manila Steamship Company—\$102.1-2 per share, sellers. Hongkong Gas Company—\$135 per share, sellers. Hongkong Hotel Company—\$210 per share, sellers. Hongkong Hotel Co.'s Six per cent. Debentures—\$501. Indo-China S.N. Company—15 per cent. dis. buyers. Douglas Steamship Company—\$67 per share, sellers. China Sugar Refining Company, Ltd.—\$224½ per share, sellers. Luzon Sugar Refining Company, Ltd.—\$87 per share, sellers. Hongkong Ice Company—\$111 per share, buyers. Hongkong Rope Manufacturing Company, Ltd.—\$110 per share, sellers. Hongkong and Kowloon Wharf and Godown Company—\$100 per share, sellers. Hongkong Dairy Farm Co.—\$14 per share, sellers. A. S. Watson and Co., Ltd.—\$23 per share, sellers. Hongkong High Level Tramway Co., Ltd.—210 per cent. prem. sellers. Hongkong Steam Laundry Co., Ltd.—\$25 per share, nominal. Green Island Cement Co. (old issue)—\$45 per share, buyers. Green Island Cement Co. (new issue)—\$64 per share, buyers. Hongkong Land Investment Co., Ltd.—\$113 per share, sellers. Hongkong Electric Co., Ltd.—\$5 per share, buyers. West Point Buildings Co., Ltd.—\$49 per share, sales and buyers.

POSTAL COMPETITION.

Abuse of Post Office Privilege.

A street coolie appeared this morning, on remand, before Mr. J. R. Wood, at the Police Court, on a charge of infringing the privileges of the Postmaster General by carrying postal packets. The Hon. Mr. E. D. O. Wolfe prosecuted. Mr. Wood pointed out that some of the letters were not closed and sealed. The Hon. Mr. Wolfe pointed out that the Post Office had a cheaper rate for transmitting unsealed letters. He also remarked that it was within the power of the Postmaster General to decide what were letters and what were postal packets. The question of their being improperly addressed did not enter into the matter. Though they were badly addressed, they could still have been delivered by the Macao Postal Authorities. The packets bore the characters which were used before the institution of Post Offices in China, showing that postage had been paid on some of the letters and that the addressee had to pay on others. That was clear proof that there was competition with the Post Office. The whole trouble was that they did not get the right person when they brought them to Court. The Nam Pak Hong, the senders of the letters, were the people who should pay, for they had plenty of money. His Worship:—If you bring the principal offenders before me I will fine them heavily. A fine of \$35, or one month's imprisonment, was the sentence.

PUBLIC AUCTIONS.

GEO. P. LAMMERT.
AUCTIONEER, SHARE &
GENERAL BROKER

PUBLIC AUCTION
of
VALUABLE LEASEHOLD
PROPERTY

Situate at Tai Kok Tsui (Kowloon) in the Colony of Hongkong, to be sold

on
THURSDAY,
the 29th day of October, 1914
at 3 o'clock p.m.

by
Mr. GEO. P. LAMMERT,
Auctioneer,
at his Sales Room, Duddell Street.

The Property consists of:—

All that portion of the piece or parcel of ground situate at Tai Kok Tsui in the Dependency of Kowloon and Colony of Hongkong, abutting on the North Side thereof on a public street and measuring thereon 135 feet or thereabouts on the South side thereof on Hongkong Harbour and measuring thereon 137 feet 3 inches or thereabouts on the East Side thereof on a public street and measuring thereon 395 feet or thereabouts and on the West Side thereof on another portion of Marine Lot No. 46 measuring thereon 420 feet which said premises contain by admeasurement 55,012 square feet or thereabouts and are registered at the Land Office as THE REMAINING PORTION OF KOWLOON MARINE LOT No. 46. Crown Rent \$444.

For further particulars and conditions of Sale, apply to:—
LEO D'ALMADA E CASTRO,
Solicitor for the Vendor
or to
Mr. GEO. P. LAMMERT,
Auctioneer,
Duddell Street,
Hongkong, 15th October, 1914.

FOR SALE.

**FOR SALE—SAILING
YACHT "GLEN"**—(Hayward-Hayes Design) with or without motor. Can be inspected at any time at Ah King's Slipway. Apply **GEO. P. LAMMERT.**

CONSIGNEES

**PACIFIC MAIL STEAMSHIP
COMPANY.**

FROM SAN FRANCISCO,
JAPAN PORTS AND MANILA.

as "CHINA."
The above mentioned vessel having arrived consignees of cargo are hereby notified to send in their bills of lading for countersignature and take immediate delivery of cargo from alongside. Cargo impeding discharge will be landed immediately at consignees' risk and expense.

Cargo remaining on board Thursday 22nd inst., at noon will be subject to landing charges and if undelivered Monday, October 26th, 1914 at noon will be subject to both landing and storage charges.

No Fire Insurance whatever will be effected.
All chafed and otherwise damaged cargo will be examined at the above Company's godown Monday, October 26th, 1914 at 10 a.m.

No claim will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to consignee and signed for and on behalf of the Pacific Mail S.S. Co. All claims must be filed on or before Nov. 19th, 1914, otherwise they will not be recognized.

R. C. MORTON,
Agent,
Hongkong, 19th October, 1914.

**MARTIN'S
APOL STEEL
PILLS**
A French Remedy for all irregularities, Throat, Stomach, Liver, and Bowels. It is the only medicine that can be taken at any time, in any quantity, and in any condition. It is the only medicine that can be taken at any time, in any quantity, and in any condition. It is the only medicine that can be taken at any time, in any quantity, and in any condition.

Don't forget after the Show
Supper, and Light Refreshments
ALEXANDRA CAFE,
Open Till Midnight.

ENTERTAINMENTS.

A. D. C.

THEATRE ROYAL.

"THE BLUE BIRD"

1st Performance Nov. 7th 2nd Performance Nov. 10th

A FAIRY PLAY IN 5 ACTS
By **MAURICE MAETERLINCK.**

Under the distinguished patronage of H.E. Sir F. H. May, K.C.M.G.
General F. H. Kelly, C.B., and Commodore
R. N. Anstruther, C.M.G., R.N.,
in aid of

THE PRINCE OF WALES' FUND.

100 PERFORMERS, 50 CHILDREN,
50 TRAINED BIRDS.

A SPECIAL CORPS DE BALLET OF 25.

ORCHESTRA OF 25 UNDER PROFESSOR GONZALES.
Gala Night Saturday, November 7th.

PRICES:—DRESS CIRCLE \$5.00, STALLS \$4.00.

PIT SEATS CAN NOW BE BOOKED AT \$3.00.

Second Night Tuesday, November 10th.
DRESS CIRCLE & STALLS.....\$3.00

PIT.....\$2.00 (these seats can now be reserved).
Commencing each evening at 9.15 p.m. sharp.

Booking opens at Moutrie's to holders of Advance Tickets
on October 27th at 9 a.m.
General Booking from October 29th.

VICTORIA THEATRE.

FRIDAY, 24th OCT.

and for 3 nights only.

THE MAGNIFICENT PICTURE,

in 3 Parts—3,000 feet long.

"THE DUCHESS OF THE FOLLIES."

SEE **DOUGLAS AS NAPOLEON**

MONDAY, 26th OCT.

"THE GREAT DUNCAN"

& his Star Company.

BIJOU SCENIC THEATRE.

4 NIGHTS ONLY 4

Commencing Saturday, 24th October.
The great thrilling & sensational drama

"THE MID-NIGHT SUN"

in 5 parts—8,000 feet.

Wednesday, 28th Oct.

The great Comedy Film

"THE GAME OF LOVE & CHANCE"—Length 3,000 feet.

NOTICES.

KELLY & WALSH, LIMITED.

NEW BOOKS.

THE WALL OF PARTITION by Florence Barclay (cloth).....	2.75	HOW THE WAR BEGAN—Containing Official Correspondence "BREAK"—How the British Sea-men prepare for War.....	1.00
INITIATION by Robert Hugh Benson.....	1.75	WITH THE FLEET by Eileen Young.....	1.00
MONSIEUR DE ROCHEFORT by H. de Verno Stacopoulos.....	1.75	THE NORTH SEA PROBLEM by Percival A. Halam.....	1.00
LISMOYLE, AN IRISH NOVEL by B. M. Croker.....	1.75		
IN SELF DEFENCE by Brian Hooking.....	1.75		
WHEAT & TARES by Paul Trent.....	1.75	THE ART OF BEING ALIVE by Ella Wheeler Wilcox.....	1.30
FREEDOM by A. & O. Askew.....	1.75	A WOMAN IN CHINA by Mary Gamet.....	8.00
		NAPOLEON THE GAOLER by Edward Fraser.....	4.50

LETT'S DIARIES 1915—NOW ON SALE.

FRENCH LESSONS

C. MOUSSON,

15, Morrison Hill Road.

OFFICIAL MARKET PRICES

Hongkong, September 11, 1914.

BUTCHER MEAT.

Beef Sirloin & Prime Cut,—Mei Lung Pa	lb. 21	Uta.
" Corned,—Ham Ngau Yuk	" 21	
" Roast,—Shiu	" 21	
" Breast,—Ngau Lam	" 19	
" Soup,—Tong Yuk	" 18	
" Steak,—Ngau Yuk Pa	" 22	
" do.,—Sirlon—Ngau Lau	" 23	
" Sausages,—Ngau Cheung	" 26	
Bullock's Brains,—No	per set 12	
" Tongue fresh,—Ngau Li	each 60	
" corned,—Ham Ngau Li	" 60	
" Head,—Ngau Tau	" \$1.20	
" Heart,—Ngau Sam	" lb. 14	
" Hump, Salt,—Ngau Kin	" 22	
" Feet,—Ngau Keak	each 12	
" Kidneys,—Ngau Yiu	" 12	
" Tail,—Ngau Mei	" 20	
" Liver,—Ngau Kon	lb. 13	
" Tripe (undressed)—Ngau To	" 6	
Calves' Head & Feet,—Ngau-chai-tau-keuk	set \$1.20	
Mutton Chop,—Yeung Pai Kwat	lb. 26	
" Leg,—Yeung Pai	" 26	
" Shoulder,—Yeung Shan	" 24	
" Saddle	" 27	
Pigs Chittlings,—Chu Chong	per set 24	
" Brains,—Chu No	" lb. 14	
" Feet,—Chu Keuk	" 16	
" Fry,—Chu Chap	" 16	
" Head,—Chu Tau	" 16	
" Heart,—Chu Sam	each 12	
" Kidneys,—Chu Yiu	" 18	
" Liver,—Chu Kon	lb. 30	
Pork Chop,—Chu Fai Kwat	" 26	
" Corned,—Ham Chu Yuk	" 30	
" Leg,—Chu Pei	" 20	
" Fat or Lard,—Chu Fan	" 20	
Sheeps' Head and Feet,—Yeung Tau Keuk	set 60	
" Heart,—Yeung Sam	each 8	
" Kidneys,—Yeung Yiu	" 12	
" Liver,—Yeung Kon	lb. 27	
Sticking Pigs, To Order,—Chu Tsai	" 22	
Suet, Beef,—Shang Ngau Yau	" 22	
" Mutton,—Shang Yeung Yau	" 27	
" Veal,—Ngau Tsai Yuk	" 19	
" Sausages,—Ngau Tsai Cheung	" 20	
" Lard,—Chu Yau	" 22	

POULTRY.

Chicken,—Kai Tsai	lb. 30	Ota.
Capon, Large, Small,—Sin Kai	" 32	
Ducks,—Ap	" 24	
Doves,—Pan Kan	" 18	
Eggs, Hen,—Kai Tan (cooking)	per doz 20	
Fowls, Canton,—Kai	lb. 30	
" Hainan,—Hoi Nam Kai	" 25	
Geese,—Ngo	" 33	
Pigeons, Canton,—Pak Kap	each 27	
" Hoihow,—Hoi How Pak Kap,	" 24	
Turkeys, Cook,—Fo Kai Kung	lb. 60	
" Hen, " Na	" 45	

FISH.

Barbel,—Ka Yu	lb. 18	Ota.
Bream,—Pin Yu	" 20	
Canton Fresh Water Fish,—Hoi Sin Yu	" 17	
Carp,—Li Yu	" 22	
Catfish,—Chik Yu	" 15	
Codfish,—Mun Yu	" 16	
Crabs,—Hoi	" 24	
Cuttle Fish,—Muk Yu	" 18	
Dab,—Sha Mang Yu	" 14	
Dace,—Wong Mei Lap	" 15	
Dog Fish,—Lit To Sha	" 12	
Eels, Conger,—Hoi Ma	" 13	
" Fresh water,—Tam Sui Yu	" 20	
Eels, Yellow,—Wong Sin	" 32	
Frogs,—Tin Kai	" 33	
Garoupa,—Shek Pan	" 45	
Gudgeon,—Pak Kap Yu	" 18	
Herrings,—Tso Pak	" 23	
Halibut,—Cheung Kwan Kap	" 28	
Labrus,—Wong Fa Yu	" 20	
Loach,—Wu Yu	" 26	
Lobsters,—Lung Ha	" 30	
Mackerel,—Chi Yu	" 20	
Morok Fish,—Mong Yu	" 32	
Mr. Jet,—Chai Yu	" 20	
Oysters,—Shang Ho	" 24	
Parrotfish,—Kai Kung Yu	" 12	
Perch,—Tau Lo	" 24	
Pike,—Fa Pan Fong	" 18	
Plaice,—Pan Yu	" 14	
Pomfret, Black,—Hak Chong	" 28	
Pomfret, White,—Pak Chong	" 32	
Prawns,—Ming Ha	" 40	
Ray,—Pai Pa Sha	" 12	
Rock Fish,—Shek Kau Kung	" 18	
Roach, Chuan Yu	" 12	
Shark,—Sha Yu	lb. 8	
Salmon,—Ma Yau	" 35	
Skate,—Po Yu	" 10	
Shrimps,—Ha	" 24	
Snapper,—Lap Yu	" 32	
Soles,—Tat Sha Yu	" 32	
Tench,—Wan Yu	" 20	
Turbot,—Oho How Yu	" 20	
Turtles,—small, fresh water,—Keuk Yu	" 64	

FRUITS.

Almonds,—Bang Yau	lb. 30	Ota.
Apples (California)—Kam Shan Ping Kho	" 20	
" (Chetoo)—Fia Chan Ping Khe	" 20	
" Small,—Hoi Tong	" 20	

肉食

Bananas, fragrant, Canton,—San Shing Heung Chiu lb.—	3	城香港
(brides), Mscuo,—San Heung Chiu	" 3	山香港
Chestnuts, Chinese,—Foong Lut	" 12	廣東
Carambola,—Yeung To	" 12	檳榔
Coconuts,—Ye Tse	each 12	椰子
Lemons, China,—Ling Mang	" 30	金檸檬
" America,—Kam Shan Ling Mang	" 30	山檸檬
Lichees Dried,—Lai Chi, small Stone	" 8	荔枝乾
" Fresh	" 30	荔枝
Oranges, (Canton)—Shan-shang Tim Ching	lb. 6	甜橙
" Sweet	" 6	甜橙
Pears, (American)	" 10	山梨
" (Canton), Cooking,—Shi Li	" 10	山梨
Peanuts,—Fa Shang	" 12	花生
Perseimons Large,—Hung Tsz	" 12	紅毛
Pine-apples, 1st quality,—Pun Ti Po Lo	each 14	木地
" 2nd	" 10	木地
Plantain,—Tai Chiu	lb. 3	木地
Plums,—Swatow, Hung Lai	" 14	大福
Pumelo, Siam,—Chim Lo Yau	each 14	紅毛
" Shanghai,—Lo Kwat	" 12	上海
Walnuts,—Hop To	lb. 12	核桃
" Green,—Sang Hop Tuo	" 12	核桃
Water Melon,—(Am.) Kom San Sai Kwa	each	西瓜

VEGETABLES, &c.

Artichokes, Shanghai,—Sheung-hoi Ah Chi	lb. 1	丁治竹
Cheuk	" 1	澳門海菜
Beans, (French), Macao,—Oh Moou Pin Tau	" 8	豆
" (French) Shanghai,—Sheung Hai Pin	" 8	豆
" Sprout,—Ah Choi	" 8	豆
" Long,—Tau Kok	" 10	豆
Beet Root,—Hung Choi Tau	each 8	紅頭菜
Bitter Squash,—Fu Kwa	" 8	苦蕒
Brinjals, Green,—Ching Yuen Kwa	" 8	青茄
" Red,—Hung Ke	" 8	紅茄
Cabbage, Chinese, (common)—Kai Tsoi	" 10	芥菜
Cabbage, Shanghai,—Ye Tsoi	" 14	菜
Cane Shoots, bunch,—Kau Shan	lb. 8	菜
Carrots,—Kam Shan	" 12	金
Celery, Chinese,—Tong Kan Tsui	" 12	金
Chillies Dried,—Kon Lap Chiu	" 30	紅花
" Red,—Hung Pa Chiu	" 18	紅花
" Green,—Ching Lap Chiu	" 12	有根菜
Curry Stuff, English,—Ka Li Chu Liu	" 10	知母菜
Cucumbers,—Ching Kwa	each 2	有根菜
Ginger,—Sun Tau	lb. 8	蔞子
Ginger, young,—Sun Tse Keung	" 6	蔞子
" old,—Lo Keung	" 8	蔞子
Horse Radish, Shanghai,—Lik Kan	" 15	力根
Indian Corn,—Suk Mai	each 5	山生
Lettuce,—Yeung Shang Tsoi	" 1	洋生菜
Water Chestnuts,—Ma Tai	lb. 6	桂菜
" Mandarin,—Kwai Lam Ma Tai	" 8	桂菜
Mushrooms, Fresh,—Shang Oho Ko	" 35	山
Mush Melon, Amer.—Kam-san Hong Kwa	each	山
Okroes	lb. 12	山
Onions Bombay,—Yeung Chong Tau	" 8	山
" Green,—Shang Chong	" 8	山
Shanghai,—Sheung-hoi Chong Tau	" 8	山
Parley,—Kun Tai	lb. 8	山
Green Peas,—Ching Tau	" 12	山
Potatoes, Sweet,—Fan Shu	" 3	山
" Shanghai,—Sheung-hoi Shu Tse	" 3	山
" Japan,—Yut Pun Shu Tse	" 3	山
" American,—Fa Ki Shu Tse	" 3	山
" Foochow,—Foc-chow Shu Tse	" 3	山
Pumpkin,—Tong Kwa	" 3	山
Radish,—Hung Lo Pak Tsai	" 5	山
Rhubarb (Fresh)—Tai Wong	" 12	山
Sage,—Tse So	" 12	山
Shallots,—Kon Ching Tau	" 8	山
Spinach,—Yin Tsoi	" 5	山
Tomatoes,—Fan Ke	" 8	山
Taro,—Wu Tau	" 8	山
Turnips, Punt, (Long)—Lo Pak	" 6	山
" English,—Yeung Lo Pak	" 6	山
Vegetable Marrow,—Chit Kwa	" 4	山
" (American)—Kam-san Chit Kwa	" 4	山
Water Cress,—Sai Yeung Tsoi	" 15	山
" Lily root,—Lin Ngau	" 6	山
Yams,—Ts Shu	" 6	山
" English,—Yeung Kan Choi	" 6	山
Tau	" 6	山

The above prices are in accordance with the Government list of maximum charges fixed by Proclamation as revised up to the 11th inst. The Proclamation also contained the following schedule of maximum retail prices:—

- Flour:—
 - Highest Grade, per bag of 50 lb., \$4.00
 - per lb., .08
 - Second Grade, per bag of 50 lb., 3.50
 - per lb., .07
- Tinned Milk:—
 - Sweetened Condensed Milk, per 1 lb. tin, .30
 - Unsweetened Condensed Milk, per 1 lb. tin, .25
 - Sterilized Milk, per tin, (18 oz.), .25
 - Sterilized Milk, per 1 litre tin, .35
 - Eagle Brand, per 1 lb. tin, .33
 - Skimmed Milk, per 1 lb. tin, .20
- Sugar:—
 - Cube, (in 6 lb. tins), per tin, 1.00
 - Refined, Crystallized, per lb., .12
 - Granulated, per lb., .12
 - Soft, No. 1 quality, per lb., .11
 - No. 2, .10
- Frozen Meat:—
 - The Dairy Farm prices for frozen food and other stores published on 1st September, 1914, with all changes in prices shown in red ink, are the maximum retail prices for the articles enumerated in the price list of that date. [Approved copies signed by the Chairman and the Secretary of the Food Committee can be seen either at the Treasury or on the premises of the Dairy Farm Company in Wyndham Street.]
- Market Produce:—(See above)

6. The prices of provisions imported from countries other than China (excepting those above enumerated) may not be raised more than 15 per cent. above the retail prices prevailing in the Colony on the 25th July, 1914.

Note.—In consideration of the loss sustained by discount on subsidiary coinage, payment for all articles of food not exceeding \$9 in value (excepting the articles enumerated in clause 5) shall if made in subsidiary coin be subject to an additional charge of 7 per cent.

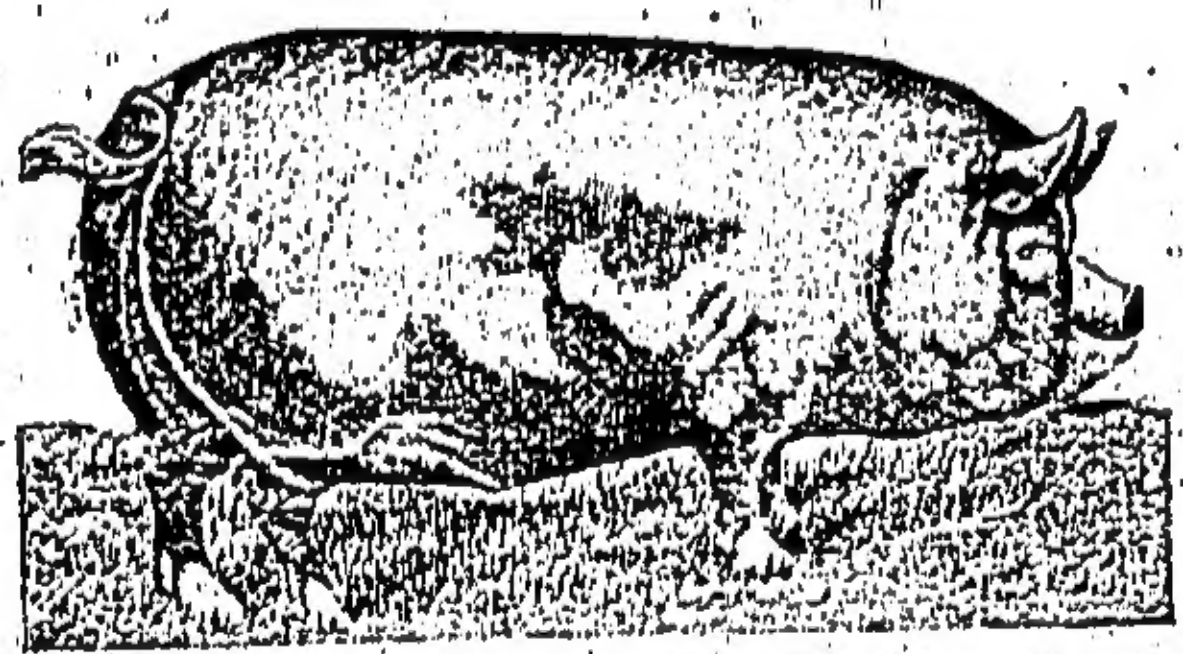
菓子

杏仁
金生
天沙
金生

DAIRY FARM NEWS

WE ARE ALWAYS
IN A POSITION TO SUPPLY YOU WITH
THE BEST OBTAINABLE

LOCAL AND AUSTRALIAN MEATS,
SMOKED FISH,
SAUSAGES,



HAMS, BACON,
CORNED PORK, CORNED BEEF

AND
WE IMPORT
ABSOLUTELY THE BEST TABLE BUTTER THAT
MONEY CAN BUY,

THE "DAISY" BRAND.

AN ARTFUL TRICK.

Extracting Rice from Bags with Hollow Bamboos.

Another case of the theft of rice from cargo by means of the bamboo trick came before Mr. J. L. Wood this morning, at the Police Court, when Inspector Gordon charged two junkmen with being in unlawful possession of a quantity of rice.

The case for the prosecution was that the Norwegian ship Drufar brought a large cargo of rice into the Colony and, as they were unloading it, the coolies stole a quantity from each bag by means of the hollow bamboo and sold it to the junk men who made it up in different sacks.

The magistrate asked why a charge of larceny was not preferred, and the inspector replied that it was impossible to prove that charge, as the officers of the ship were unable to say the rice was theirs.

One prisoner, who alleged that the rice belonged to the other, was discharged, the other man being sent to prison for fourteen days.

EMDEN'S VICTIMS.

The List Up to Date.

The full list of vessels sunk by the German cruiser Emden is as follows:—

Traddock, 4,028 tons, owners Kyle Transport Co., built in 1910 at Dumbarton.

Indus, 3,413 tons, owners James Dourse Limited (London), built in 1904 at Glasgow.

Lovet, 6,102 tons, owners J. Warrack and Co., (Leith), built at Glasgow in 1911.

Killin, 3,514 tons, owners Connell Bros. (Glasgow), built at Glasgow.

Diplomat, 7,915 tons, owners Charante Steamship Company, managed by Harrison, (Liverpool) built in Glasgow in 1912.

Kabinga, 4,650 tons, owners Ellerman and Blackwell Limited, built at Newcastle in 1907.

Olan Matheson, 4,775 tons, owners Messrs. Caylor, Irvine and Co., built at Hartlepool.

Tymerio, 3,314 tons, owners Messrs. A. Weir and Co., of London, built at Glasgow.

King-Lad, 3,650 tons, owners Messrs. Phillips and Co., of London, built at Sunderland.

Ribera, 3,500 tons, owners Messrs. F. Bolton and Co., of London, built at Sunderland.

Boyle, 4,147 tons, owners Messrs. Mercantile and Co., of London, built at Sunderland.

Bennoch, 4,806 tons, owners Messrs. W. Thomson and Co., built at Greenock.

Olan Grant, 3,948 tons, owners Messrs. Caylor, Irvine and Co., Ltd., of Glasgow, built at Sunderland.

Troilus, 7,562 tons, owners Messrs. Holt, built in 1913.

In addition, the steamer Obikana has been sunk, as well as a dredger.

PORT OF LONDON.

Some little time ago public attention was drawn by the *Globe* to the peculiar position in which Port of London Authority was placed through its contracts with German firms for work at the new docks' extensions. One of the orders was for a number of locomotives, and this order was cancelled after we had directed attention to it and given to a British firm.

We now learn, that the steel work and machinery required for the swing bridges, dock gates, and caisson at the Royal Albert Dock extension is to be supplied by Sir William Arrol and Co., Ltd., Glasgow. This firm had been one of the original tenderers for the work when it was given to German firms on what the British contractors consider more favourable conditions. The whole of the work is estimated to cost a quarter of a million pounds, and although tardy and only by force of circumstances has it been handed over for British workmen, it is some satisfaction to know that the work will provide more employment in this country. It will, however, probably prove more costly to the Port Authority than if they had placed the order with a British firm in the first instance.—*Globe*.

IDLE TONNAGE.

What It Is Costing Germany.

Surprise has been expressed in some quarters that out of a total of 2,400 ships of 5,480,000 tons gross owned by Germany, "only" about 250 of less than three-quarters of a million tons have been captured or detained by the Allies, the rest being either in home ports or, presumably, in neutral waters. The critics argue that ten per cent. of Germany's merchant fleet is not enough to seize, and although in this country they will probably be held to be right the effect of the war on the idle ships is considerably more than the absence of any trading profit, which by some is thought to constitute the main loss.

Ships that are laid up have to pay certain port dues, which if not so heavy as when trading nevertheless mount up in the course of time. These charges vary in different ports, but if one assumes for the purposes of illustration that they amount with incidental charges to 6d. per ton per week this will serve to indicate the cost to German shipowners, even if the figure is an arbitrary one. These dues are usually payable on the net tonnage, which may roughly be taken as 60 per cent. of the gross, and on this basis the shipowners will have to find something like £75,000 a week.

Now if one brings the subject nearer home and applies it to the Vaterland, which is the biggest ship in the world, with a tonnage of 54,300 gross and 23,548 net (for passenger vessels have a relatively small net tonnage) she is costing the Hamburg-America line on the above basis something like £640 a week. What the exact figure is is not generally known, as so much depends upon the arrangement existing between the New York authorities and the owners, and if one considers the extensive quayage and so forth at the disposal of this line there, the price is just as likely to be double or treble as a pound or two less. However, the figure is illustrative, and does not pretend to be anything more. In addition to this charge there is the payment of the crew. Having signed on at Hamburg, they must be discharged there, and if this is properly carried out the company are left with a crew of 1,500 to feed and pay. Probably a large number have been got away as reservists or some other way, but there must still be a fair number on board. If one hazards a guess and assumes that two-thirds have gone, there remain 500, which at a rough estimate will cost £500 in food and wages. The ship will at this rate have cost £7,000 since the commencement of hostilities; this is something to the tune of £60,000 per annum on one ship, albeit the biggest.

There are said to be 15 German liners held up at New York, and of these eight belong to the Hamburg-America Co., and seven to the Norddeutscher Lloyd. Their net tonnage aggregates 130,000, and this means roughly a monthly outlay of £15,000 for the Hapag and £10,000 for the N.D.L. The former Company owns 181 ships, and the latter 120, so any reader of a mathematical turn of mind may work out to his own satisfaction the sum, "If 16 liners cost £25,000 per month to lay up, what will 301 cost?" If he wants a rough tonnage basis he can figure out the ships at an average of 4,000 net each, as New York gets the pick of the ships and some of the others are small ones.

There is also the question of depreciation. The sea is a merciless invader and nothing is safe from its corrosive action. Paint costs money, and fifty tons goes none too far on a big liner. Without its constant application a ship soon looks a sorry spectacle. Then the machinery needs constant attention, and this means an outlay in engineers' stores. The hull will soon have a profuse growth of weed, below the waterline. This means dry-docking, and there is no dry-dock big enough in the States to take the Vaterland. So there will be some slow liners crossing the Atlantic after the declaration of peace, but their coal bill will be none the less for it. Even the cargo boats

REMOVAL FROM OSTEND.

Official Proclamation from the Belgian Government.

The Acting Consul General for Belgium (Mr. S. Verstraeten) sends us the following official Proclamation issued by the Belgian Government:—

On leaving Ostend the Belgian Government issued a Proclamation announcing that after a fierce struggle for two months the Belgian Army, thanks to its skilful retreat, continues—in spite of German hopes—to co-operate with the Allied armies.

The Belgian Government which has transferred its seat to Havre will remain in touch with the Belgian army. The Allied Governments and the French Government took the proper measures to ensure the continuity of its full sovereign rights as well as the complete exercise of its authority; the different Departments' services will remain in operation.

The proclamation says that the conduct of Belgium, basely betrayed as she was by one of the Powers who had guaranteed her neutrality, has elicited the admiration of the whole world. The Belgian Government expresses its confidence in the courage of all the Belgians and in the happy issue from the momentary trials which the country is subjected to in the cause of the justice and honour of civilisation.

The Ministers travelled to Havre on board a Belgian State Mail steamer accompanied by their Staffs.

The Nuncio and Members of the Diplomatic Body who had followed the King to Antwerp also went to Havre. The King remains at the head of his Army.

LETTERS FROM THE FRONT.

So much that is of human interest is contained in letters from the front that the *Telegraph* will be glad to publish suitable extracts from any letters forwarded to the editor.

Missing M.P. Safe.

Paris, September 15.—Among the wounded in the British hospital here is the Hon. Aubrey Herbert. The Hon. A. Herbert, M.P., who was attached to the Irish Guards as an interpreter, was officially reported wounded and missing.

will bear "proportionate burdens, and whatever arrangement might be come to in regard to German vessels interned in German ports, those in foreign countries, and they must be about two-thirds of the total, are not likely to get off too cheaply.

To the above losses and general shore establishment charges must also be added the loss of prestige and credit. The large numbers of Americans who found their return tickets available on the German lines by which they travelled to Europe so much useless paper when they wanted to get back will not readily forget that the British lines fulfilled their obligations while the Germans could not. They will want their money back and possibly something in the way of compensation. This money will have to be found.

It may be remembered that earlier in this year, when the Hamburg-America Company was threatening the Norddeutscher Lloyd with a rate war, Herr Bollin boasted of his fighting fund of £600,000, and it was only the personal influence of the Kaiser which led to a sudden peace compact between the two companies. Can it be they were told that in a little while they would need all the reserves they possessed? It looks as if they will require considerably more, and that ere the war is finished the German shipping companies will have received such a set-back that many will never recover, and even the strongest only after many precarious years.—*Globe*.

DAIRY FARM NEWS.

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THE "DAISY" BRAND.

TO-DAY'S ADVERTISEMENT.

LICENSING SESSIONS.

MAGISTRACY.

No. 8.—It is hereby notified that a meeting of the Licensing Board will be held in the Council Chamber, on Wednesday, the 4th day of November, 1914, at 2.15 p.m., at which the following applications will be considered under the Liquors Consolidation Ordinance, 1911:—

No.	Name of Applicant.	Description of Licence applied for.	Sign of House.	Situation of House.	Whether applicant has held licence to sell liquor in the Colony and, if so, for how long.	Remarks.
1	James Harper Taggart.	Publican's Licence.	Hongkong Hotel.	18, Des Voeux Road Central & 11, 15, & 17, Pender St.	Yes, years.	3
2	Robert Herbert North.	Publican's Licence.	King Edward Hotel.	5, Des Voeux Road Cl.	Yes, since 11th Sept., 1913.	
3	F. Reichmann.	Publican's Licence.	Grand Hotel.	2, Queen's Road Cl.	Yes, years.	5
4	George Green.	Publican's Licence.	Criterion Hotel.	98 and 100, Queen's Rd. Central.	Yes, years.	10
5	Thomas Reid Nicol.	Publican's Licence.	Imperial Hotel.	63 and 65, Des Voeux Road Cl.	Yes, years.	4
6	H. Rutton-Jee.	Publican's Licence.	Royal George Hotel.	39-44, Haiphong Road, Kowloon.	Yes, years.	3
7	W. Gallagher.	Publican's Licence.	Belle View Hotel.	2, Pak Shui Wan, Shau-kiwan Rd.	Yes, 4 years and 6 months.	
8	F. A. Chopard.	Publican's Licence.	Astor House Hotel.	13, Queen's Road Cl.	Yes, years.	3
9	R. A. Uchmann.	Publican's Licence.	Station Hotel.	11 and 13, Nathan Rd., Kowloon.	Yes, years.	3
10	P. O. Peuster.	Hotel Keeper's Adjunct Licence.	Peak Hotel.	17, Chamberlain Rd., Peak.	Yes, years.	6
11	Kackuzo Uyetsuki.	Hotel Keeper's Adjunct Licence.	Tokio Hotel.	38a, Connaught Rd. Central.	Yes, years.	6
12	Tokuze Uyetsuki.	Hotel Keeper's Adjunct Licence.	Nomura Hotel.	15, 16 & 17, Connaught Road Cl.	Yes, year.	1
13	Tsoi Tsz Wing.	Hotel Keeper's Adjunct Licence.	Stag Hotel.	148 & 150, Queen's Rd. Central.	Yes, year.	1
14	Ellen H. J. King.	Restaurant Keeper's Adjunct Licence.	Cafe Weissmann, Ltd.	14, Des Voeux Road Central.	Yes, since 18th Sept., 1914.	
15	Robert Howard.	Restaurant Keeper's Adjunct Licence.	Alexandra Cafe.	16, Des Voeux Road Central.	Yes, years.	2
16	Kyujiro Suhara.	Restaurant Keeper's Adjunct Licence.	Harunoya Hotel.	37a and 37b, Praya East.	Yes, year.	1
17	Shichiro Yoshizawa.	Restaurant Keeper's Adjunct Licence.	Yoshizawa Hotel.	15 and 16, Praya East.	Yes, months.	9

G. A. WOODCOCK.

Hongkong, 23rd October, 1914. Secretary to the Licensing Board.

Athlete's Bravery.

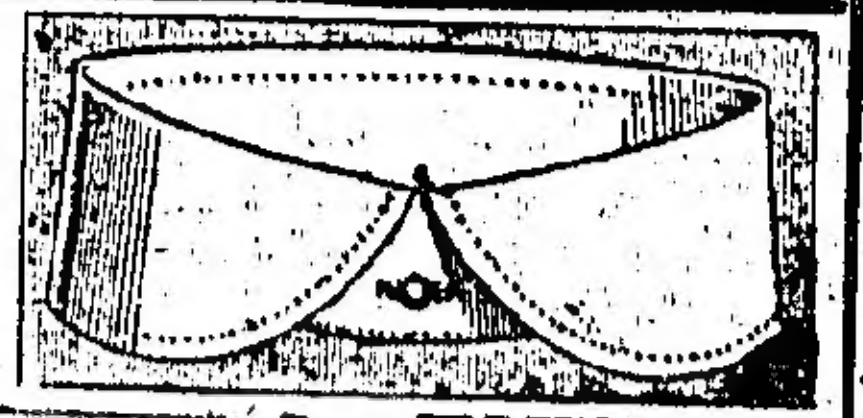
M. Georges Andre has been mentioned in dispatches, promoted to sergeant, and decorated with the military medal for a great feat of gallantry. Andre is one of France's greatest athletes, and has equalled the hundred metres world's record of 10.3 seconds. He is also a Rugby international, and scored against both England and Ireland in last season's matches while playing wing three-quarter. According to a wounded soldier in the same regiment, Andre and his company, while fighting in Lorraine, were surrounded by

a large German detachment in a small village. The athlete, brandishing a heavy sword, slew many German soldiers gathered round the standard, which he eventually captured. He regained the French lines, striding in a sprinter's gait through the narrow streets of the village under a hail of bullets.—Exchange Special.

Mr. George Edwardes. News has reached England that Mr. George Edwardes, the theatrical manager, who is a prisoner of war at Bad Nauheim, is in bad health.

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"EMPRESS OF JAPAN," via Optional Atlantic Port £65.

"MONTEAGLE," Intermediate service, via Canadian Atlantic port £43, via Boston or New York £45.

Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for £6 additional.

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Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co., or Toyo Kisen Kaisha.

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For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

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THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong

Subject to Alteration

Destination.	Steamers.	Sailing Date
MARSEILLES, LONDON & ANTWERP, via Singapore, Malacca, Penang, Colombo, Suez, & Port Said.	Atsuta Maru Capt. Yoshikawa T. 16,000 Yasaka Maru Capt. Yamawaki T. 25,000	(WEDNES, 4th Nov. at 10 a.m. (WEDNES, 18th Nov. at 11 a.m.

VICTORIA, B.C. and SEATTLE via Shanghai, Moji, Kobe, Yokkaichi, and Yokohama	Aki Maru Capt. Noma T. 12,500 Sado Maru Capt. Asakawa T. 12,500	(TUES, 3rd Nov. at noon. (TUES, 17th Nov. at noon.
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SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane	Nikko Maru Capt. Takeda T. 9,300 Hitachi Maru Capt. Sato T. 16,000	(WED, 18th Nov. at noon.
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CALCUTTA, via Spore, Penang & Rangoon	Sanuki Maru Capt. Date T. 12,500	(SATUR, 24th Oct.
BOMBAY via Singapore and Colombo	Jinsen Maru Capt. Terada T. 5,000	(THURSDAY, 29th Oct.
NAGASAKI, Kobe & Yokohama	Inaba Maru Capt. Tomimaru T. 12,500	(SUNDAY, 1st Nov. at 5 p.m.
MOJI and Kobe	Ceylon Maru Capt. Nogiuchi T. 12,000	(SATURDAY, 24th Oct.
Kobe & Yokohama	Miyazaki Maru Capt. Teranaka T. 16,000	(TUES, 27th Nov. at 11 a.m.

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PASSENGER SEASON FOR 1915.

FOR EUROPE.

Steamers.	Displacement.	Leave Hongkong.
Katori Maru	20,000 tons	Thursday 28th January
Kamo	16,000 "	11th February
Kashima	20,000 "	25th February
Mishima	16,000 "	11th March
Suwa	25,000 "	25th March
Atsuta	16,000 "	8th April
Yasaka	25,000 "	22nd April
Miyazaki	16,000 "	6th May
Kitano	16,000 "	20th May
Fushima	25,000 "	3rd June

FOR AMERICA.

Steamers.	Displacement.	Leave Hongkong.
Aki Maru	12,500 tons	Tuesday 26th January
Sado	12,500 "	9th February
Yokohama	12,500 "	23rd February
Awa	12,500 "	9th March
Shidzuoka	12,500 "	23rd March
Tamba	12,500 "	6th April
Aki	12,500 "	20th April
Sado	12,500 "	4th May

For further information apply to

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SHANGHAI	Luchow	24th Oct. at 4 p.m.
WEIHAIWEI, CHEFOO, N'CHWANG & T'SIN.	Huichow	27th Oct. at 9 a.m.
MANILA, CEBU & ILOILO	Taming	27th Oct. at 4 p.m.
SHANGHAI	Chenan	27th Oct. at 4 p.m.
H'HOW & H'PHONG	Kailong	28th Oct. at 10 a.m.
SHANGHAI	Yingchow	28th Oct. at 4 p.m.
MANILA, CEBU & ILOILO	Tean	3rd Nov. at 4 p.m.

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Hongkong 24th Oct., 1914.

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Tilkebang	SHAI	2nd half Oct.
Tilimahi	JAVA	2nd half Oct.
Tilbodas	JAVA	1st half Nov.	JAPAN	1st half Nov.
Tilmanoeok	JAVA	1st half Nov.	SHAI	1st half Nov.
Tilalajap	JAVA	1st half Nov.	JAPAN	2nd half Nov.
Tilaroem	JAVA	1st half Dec.
Tililwong	JAVA	1st half Dec.	JAPAN	1st half Dec.

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Steamer.	Displacement	Tons & Speed
Tenyo Maru	22,000 - 21 knots	From N'saki, Sat., 14th Nov.
Shinyo Maru	22,000 - 21 knots	H'kong, Tues., 8th Dec.
Chiyo Maru	22,000 - 21 knots	H'kong, Tues., 5th Jan.

Steamers via Shanghai will be despatched at noon.

Steamers via Manila will be despatched at 10.30 a.m.

First Class to London.....£71.10. Return (6 months) £120.

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MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Aldenhams	27th Oct.	10th Nov., 10 a.m.
St. Albans	21st Nov.	18th Dec., "
Eastern	12th Dec.	8th Jan., "

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

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Steamships.	Captain	Leaving.
Haiching	W. C. Passmore	TUES., 27th Oct. at 1 p.m.
Haiyang	A. E. Hodgins	FRI., 30th Oct. at 1 p.m.
Hailan	J. W. Evans	TUES., 3rd Nov. at 1 p.m.

FOR SWATOW.

Haimun	A. H. Stewart	SUN., 25th Oct. at 10 a.m.
Haimun	A. H. Stewart	WED., 28th Oct. at 1 p.m.

Steamers will arrive at and depart from the Co.'s Wharf near

Blake Pier.

For Freight and Passage, apply to

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LOG BOOK.

Traffic Regulations on the St. Lawrence.

In order that the danger of collision on the narrower reaches of the St. Lawrence may be avoided the Canadian Department of Marine and Fisheries have made arrangements for practically double tracking the channel from Point Aux Trembles down to the entrance of Lake St. Peter. Part of this work is already done, and surveying is being carried on in order that it may be completed by next season. Two separate channels are being made, by dredging, all the way down to the lake, one of which is to be used by the smaller class of vessels with a draught of less than fifteen feet, while the main channel will still be used by the Atlantic liners and other vessels of heavy draught. The Superintendent of Pilots has been instructed to report as to the best means of carrying out the recommendations of the Mersey Commission so far as it relates to matters of pilotage. The Commission recommended that instead of pilots being taken on and put off at a common point, this should be done at different locations for incoming and outgoing steamers. It is obvious that the Canadian authorities are determined that nothing shall be left undone to secure the safety of vessels navigating the St. Lawrence river and estuary.

To Join up Singapore and th:

Peninsula.

Ten spans, each 313 feet long, are suggested, as the most suitable for the big bridge with which it is proposed to link Singapore Island with the mainland of the Malay Peninsula. Thus, if the scheme matures, the new bridge will be one of the longest in any of the colonies. The designers, says the *Colonial Journal*, are faced with a peculiarly complex problem. Not only is the bridge of unusual length, but the borings, contrary to expectation, have shown the strata to be, at any rate in places, unreliable, their composition being similar to that which caused considerable trouble during the construction of the new docks at Singapore. Then, for navigation purposes, a swing-open must be included or, at least, a bascule opening at one end of the bridge. Provision in the design has moreover to be made for carrying two 3 feet diameter mains across the Straits. The weight of the water alone in these two pipes will be 1,000 tons although this of course will be spread over the whole length of the bridge. In view of these difficulties, it was at one time thought feasible to substitute a rubble mound, leaving gaps for water traffic. This had to be negatived on the score of cost and also by reason of the current in the Straits, which is at times as much as five miles per hour, and would be much greater if the water-way were restricted. Alternative estimates have been prepared for the bridge, but in view of the very heavy outlay involved, it is probable that a little more money will be spent in further investigations in order to secure, if possible, a site giving less water and more trustworthy strata.

Bombay and Japan Freights.

The withdrawal of the British India and P. & O. competition on the trade between Japan and India owing to most of the ships having been taken up as troopships has resulted in a further rise of freights between Bombay and Japan, the Nippon Yusen Kaisha having notified shippers that from the commencement of next year freights will be raised from £5 to £9 per ton. During the height of the competition freights had sunk as low as £3 per ton. The compulsory withdrawal of the Austrian Lloyd steamers and the absence of many of the P. & O. and British India ships on transport duty has practically abrogated the Bombay Conference, the term of which expired on October 15. Owing to the amalgamation of the P. & O. with the B. I. which has been carrying on a keen race with the N.Y.K. up to the outbreak of the war, there is thought to be little chance of the conference being renewed when trade once again settles down.

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SAILING (SUBJECT TO ALTERATION).

Steamers.	Arrive Hongkong from Australia.	Sail Hongkong for Australia.
CHANGSHA	27th Oct.	30th Oct.
TAIYUAN	21st Nov.	27th Nov.

These steamers are fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian ports.

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(Projected Sailings from Hongkong.—Subject to Alteration).

For	Steamship	On
SANDAKAN.....	Mausang	Sat. 24th Oct. at 2 p.m.
S'PORE, Pang & Co.	Kumrang	Sat. 24th Oct. at 3 p.m.
MANILA	Loonysang	Sat. 24th Oct. at 3 p.m.
SHANGHAI via Swatow ..	Liensing	Sun. 25th Oct. at d'light
T'SIN via W'wei	Chipsing	Tues. 27th Oct. at d'light
S'HAL, Kobe & Moji	Fooksang	Wed. 28th Oct. at noon
MANILA	Yuensang	Sat. 31st Oct. at 3 p.m.

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The steamers "Kutsang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Yatsing," "Kumsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.
* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
† Taking Cargo on Through Bills of Lading to Yangtze Ports, Coochow, Tientsin, Dairen, Weihaiwei, Tsingtau.
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TRANS-PACIFIC "SHIRE" & "GLEN" JOINT SERVICE.		
VTORIA, V'VER, S'TLE }		
TACOMA & PLAND }	Glenroy	24th Nov.
VIA HONOLULU		

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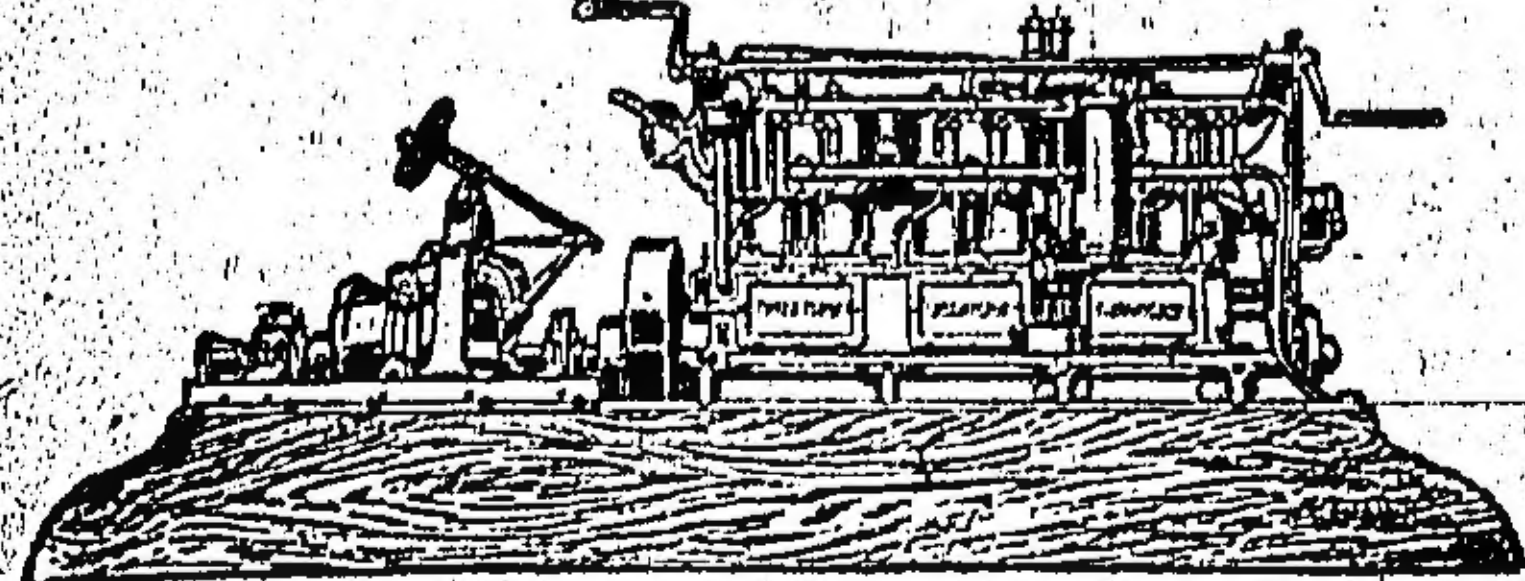
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London & Genoa via S'pore, &c.	Candia	P. & O.	28, Oct.
Marseilles via Ports	Chili	M. M.	3, Nov.
London	Mon'shire	J. M. Co.	4, Nov.
M'les, L'don A'werp via S'pore etc.	Abusia M.	N. Y. K.	4, Nov.
Marseilles, Havre & Liverpool	Phemius	B. & S.	7, Nov.
Genoa, Marseilles and Liverpool	Achilles	B. & S.	20, Nov.

NEW YORK, SAN FRANCISCO AND CANADA.

San F'co via Manila & Japan &c.	China	P. M. Co.	27, Oct.
V'ia, B.C., T'ma via K'lung Japan	Tacoma M.	O. S. K.	28, Oct.
V'ia, B.C., S'ie via S'hai &c.	Aki M.	N. Y. K.	3, Nov.
New York via Suez Canal	Saint Fillans	J. M. Co.	6, Nov.
Victoria, Seattle, Tacoma, etc.	Cyclops	B. & S.	9, Nov.
San Francisco & San Pedro &c.	Hazel Dollar	R. D. Co.	10, Nov.
V'ia, B.C., T'ma via S'hai &c.	Panama M.	O. S. K.	11, Nov.
Seattle via Nagasaki etc.	Minnesota	N. Y. K.	14, Nov.
Victoria, Vancouver, Seattle, etc.	Glenroy	J. M. Co.	24, Nov.
South America Line	Anyo M.	T. K. K.	2, Dec.
San F'isco via S'hai & Japan &c.	Shinyo M.	T. K. K.	8, Dec.

AUSTRALIA.

Australian Ports via Manila	Changsha	B. & S.	30, Oct.
Australian Ports via Manila	Aldenhams	G. L. Co.	10, Nov.
Australian Ports via Manila	Hitachi M.	N. Y. K.	18, Nov.

SINGAPORE, COAST PORTS AND JAPAN.

Shanghai and Kobe	Colombo M.	N. Y. K.	24, Oct.
Shanghai, Kobe and Yokohama	Atlantique	M. M. Co.	24, Oct.
Singapore, Penang & Calcutta	Kumsang	J. M. Co.	24, Oct.
Singapore, Mauritius and South			
African Ports			
Bombay via S'pore & Colombo	Salamis	B. L. L.	25, Oct.
Kobe and Yokohama	Jinsen M.	N. Y. K.	26, Oct.
Nagasaki, Kobe and Yokohama	Miyazaki M.	N. Y. K.	27, Oct.
Foochow via Swatow & Amoy	Inaba M.	N. Y. K.	1, Nov.
Tamsui via Swatow and Amoy	Kaijo	O. S. K.	18, Nov.
Swatow, Amoy and Foochow	Daijin	O. S. K.	19, Nov.
Batavia, Cheribon, Samarang, &c.	Halya	D. L. Co.	Q. desp.
Java	Tijmah	J.C.J. L.	2, half O.
Shanghai	Tijtaroom	J.C.J. L.	F. half O.
Shanghai	Tijliwong	J.C.J. L.	S. half O.
Japan	Tijpanas	J.C.J. L.	Q. desp.
Shanghai	Tijbodas	J.C.J. L.	F. half N.
	Tijkembang	J.C.J. L.	Q. desp.

TO SAIL

REGULAR STEAMSHIP SERVICE

Proposed Sailing from Hongkong

Regular Sailing for Boston & New York via Ports.

(Via Suez: With liberty to call at the Malabar Coast)

For NEW YORK via PANAMA

The s.s. "ATHOLL"

on for about 28th October.

For Freight and further information apply to

DODWELL & CO., LTD

Hongkong, 9th October, 1914.

Agents.

MOVEMENTS OF
STEAMERS.

AMERICAN MAIL.

The P. M. s.s. MANCHURIA arrived at Manila Friday morning, the 23rd inst. and will sail from that port for Hongkong Sunday afternoon, making her due to arrive here at about 10 o'clock Tuesday morning, the 27th instant.

The P. M. s.s. CHINA will leave this port at 12 o'clock noon on Tuesday, Oct. 27th for San Francisco, via Manila, Nagasaki, Kobe, Yokohama & Honolulu.

AUSTRALIAN MAIL.

The A. O. Line s.s. CHANGSHA left Port Darwin on the 17th inst. for Manila direct and may be expected to arrive here on or about the 27th instant.

The E. & A. s.s. ALDENHAM from Sydney etc. arrived at Manila on the 22nd inst. and may be expected to arrive here on Monday morning.

ENGLISH MAIL.

The P. & O. s.s. MANILA left Singapore for this Port on the 21st instant a.m., with the outward English Mail, and is due here on the 26th instant at about 4 p.m.

MERCHANT STEAMERS.

The N. Y. K. s.s. KUMANO MARU, HOKATA MARU and KAMAKURA MARU have been withdrawn from the service, and their substitutes are not placed.

The Barber Line s.s. SHIMOSA sailed from New York via Panama Canal for Hongkong on the 3rd inst. and is therefore expected to arrive here on or about the 23rd November.

The T. K. K. s.s. ANYO MARU will next leave Hongkong on Wednesday the 2nd December.

CONSIGNEES

COMPAGNIE DES MES-
SAGERIES MARITIMES.

NOTICE

s.s. "ATLANTIQUE"

Consignees of Cargo in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd. at Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 30th inst. at Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the 3rd Nov., 1914 or they will not be recognized.

All damaged packages will be examined on the 30th instant at 10 a.m.

No Fire Insurance has been effected.

P. THOMAS.

Agent.

Hongkong, 23rd October, 1914.

VESSELS IN PORT.

Steamers.

Kumrang, Br. s.s. 2,077, F. Wheeler, 14th

Oct.—Moji 18th Oct. Coal.—J. M.

Mausang, Br. s.s. 1,644, R. A. Mathews

15th Oct.—Sandakan, 9th Oct.

General.—J. M. & Co.

Chinhua, Br. s.s. 1,357, Finlayson, 15th

Oct.—Manila, 13th October, Gen.

—B. & S.

Annan Maru, Jap. s.s. 1,870, U. Nagano

18th inst.—Moji, 11th inst., Coal

—O. S. K.

Tijpanas, Dut. s.s. 3,815, A. de Lange, 19th

inst.—Mahassar, 10th inst., Gen.

—J. O. J. L.

Loongsang, Br. s.s. 1,033, W. G. G. Leask,

20th inst.—Manila, 17th instant,

Gen.—J. M. & Co.

Salamis, Br. s.s. 1,409, P. A. Gardiner, 20th

inst.—Singapore, 13th inst., Gen.

—B. L.

Tacoma Maru, Jap. s.s. 3,530, J. Hamada,

21st inst.—Manila, 18th inst., Gen.

—O. S. K.

Daigi Maru, Jap. s.s. 399, Tokushige, 21st

inst.—Swatow, 20th inst., Gen.—

O. S. K.

Dufar, Norw. s.s. 1,102, Y. Bing, 21st inst.

—Swatow, 20th inst., Gen.—O. S.

S. N. Co.

Shanai, Br. s.s. 1,228, Simons, 22nd inst.

—Sa'yon, 17th inst., Rice.—B. & S.

Cyclops, Br. s.s. 5,762, D. Arthur, 22nd

inst.—Manila, 20th inst., Gen.—

B. & S.

Taiwan Maru, Jap. s.s. 1,145, H. Sakai,

22nd inst.—Kwan-yen, 18th inst.

Cement Stone—Order.

Hikosan Maru, Jap. s.s. 2,001, Sumi,

22nd inst.—Moji, 16th inst., Coal

—M. B. K.

Sanuki Maru, Jap. s.s. 3,522, T. Date, 23rd

inst.—Kobe, 18th inst., Gen.—N.

Y. K.

Teucer, Br. s.s. 5,816, W. Yarwood, 23rd

inst.—Vancouver, Gen.—B. & S.

Atlantique, Fr. s.s. 3,472, Charbonnel, 23rd

inst.—Marseilles, Gen.—M. M.

Halmun, Br. s.s. 541, Stewart, 23rd inst.

—Swatow, inst., 22nd Gen.—D. L.

& Co.

TIDE TABLE.

19th Oct., to 25th Oct., 1914.

		High Water	Low Water	High Water	Low Water
		Hongkong	Hongkong	Hongkong	Hongkong
		Mean Time	Mean Time	Mean Time	Mean Time
Mon.	10	10 10	4 00	10 10	4 00
Tues.	11	10 10	3 50	10 10	3 50
Wed.	12	10 10	3 40	10 10	3 40
Thurs.	13	10 10	3 30	10 10	3 30
Fri.	14	10 10	3 20	10 10	3 20
Sat.	15	10 10	3 10	10 10	3 10
Sun.	16	10 10	3 00	10 10	3 00

m morning. a afternoon.

TO SAIL

"INDRA" LINE LIMITED.

FOR NEW YORK VIA SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

THE Steamship

"SAINT FILLANS"

will be despatched as above on 6th November.

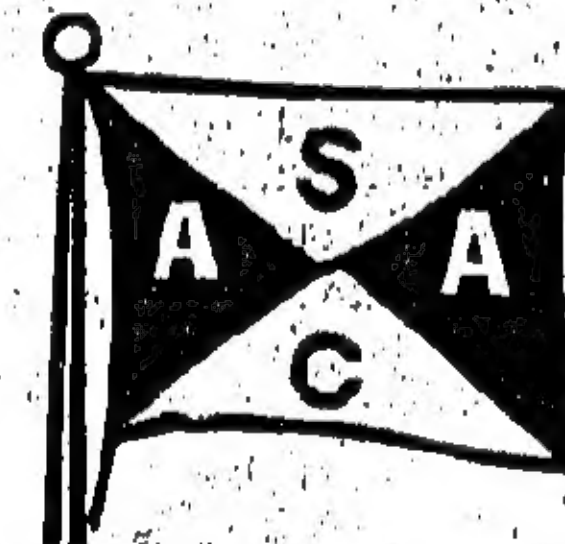
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JARDINE, MATHESON & Co., Ltd.

Hongkong 9th October, 1914.

General Agents.

HONGKONG-NEW YORK.



AMERICAN ASIATIC S.S. Co.

For New York via Japan Ports & Panama Canal.

For freight or information apply to

SHEWAN TOMES & Co.

Hongkong, 24th September, 1914.

General Agents.

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Iron and Brass Founders, Forge Masters, Electricians.

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Modern up-to-date plant operated by our own specially trained

workmen under expert European supervision.

All classes of light Steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:—

NAME OF DOCK OR SLIP	LENGTH OF KEEL BLOCKS	ENTRANCE BREADTH	DEPTH OVER ALL AT LOWEST SPRING TIDES	RISE OF TIDE	SPRINGS	WEAPS
KOWLOON						
No. 1 Dock, Kowloon	100'	16' top bottom	30'	3' 6"		
No. 2 Dock, Kowloon	97'	20'	15' 5"	3' 6"		
No. 3 Dock, Kowloon	84'	20'	14'	3' 6"		
Paint Slip, No. 1 Kowloon	84'	20'	14'	3' 6"		
TAI-KOK-TSUI						
Compass Slip, Dock	46'	8'	20'	3' 6"		
ADDERDEN						
Horse Dock	43'	8'	20'	3' 6"		
Lament Dock	43'	8'	20'	3' 6"		

OFFICE: KOWLOON.
Telephone No. 1 K.Please Address Enquiries to the Chief Engineer.
F. M. OYER B.Sc. M.I.N. Kowloon Dock, Hongkong.Telephone No. 29, Hongkong.
QUEEN'S BUILDINGS.

THE HONGKONG TELEGRAPH.

EXTRA

HONGKONG, SATURDAY, OCTOBER 24, 1914.

WAR AND FINANCE.

Norman Angellism and the War.

Norman Angell writes to a Home paper as follows:—

The chaos which has been precipitated upon the Stock Exchanges of the world during the last few days, the many failures reported, the paralysis of trade over very wide areas, the stoppage of the means of livelihood for many millions of men and women, have been pretty generally accepted as confirming certain principles to which a little group of us in this and other countries have of late been trying to draw attention.

May I be allowed to say, however, that the conclusion which the public seem disposed to draw from these very visible facts and which, indeed, some of your contemporaries have drawn very vigorously, are not at all the conclusions which we have been urging, nor those having the most important bearing upon the grave decisions—the gravest certainly that have ever confronted this generation—which people of this and other countries may shortly be called upon to take?

No War for Pecuniary Gain.

We have, of course, never urged that the mere fear of losing money would or should ever prevent a nation which believed itself threatened in its larger interests, rights, or dignity from going to war; or that a civilised nation is ever likely to go to war for the mere purpose of pecuniary profit (though this is the motive that some of our critics have freely attributed to Germany as the main spring of her alleged aggressive intention against us); nor have we urged that financial chaos necessarily rendered it impossible for even a highly industrialised country like Germany to go to war.

The importance of the facts which we have attempted to make plain does not lie in their bearing on these things, but precisely in their bearing upon the moral and ideal ends which are supposed as motives of resistance or aggression to underlie this war.

We are told that in the last analysis this war is a struggle of Slav against Teuton; that each is threatened in its nationality, its aspirations and ideals by the domination of the other; that, for instance, our own special conceptions of constitutionalism and freedom would be grievously endangered if the Teuton should prove victorious.

Now all those developments, of which the Stock Exchange panics are merely the outward and visible sign—the essential economic interdependence of the modern world, the closeness and complexity of our contacts, the impossibility of confiscating the wealth of a vanquished people, and so depriving them of the means of livelihood, all tendencies which, whether we like it or not, the ordinary bread-winning efforts of every one of us intensify—all this would render this war futile as a means of imposing or defending a moral or ideal object. Austria may crush Serbia, but if territories which she acquires are brought even partly into touch with the economic and social forces of our time, it is as certain as anything well can be that she will be unable to crush out the Serbian national qualities and impose her own.

Impossible to Crush Nationality.

We may go to war to ensure the victory of Russia and the "defeat" of that Teutonic civilisation with which we have such close and ancient racial and moral affinity; but if, after the war, Russia desires to extend her railways, bore her oil-wells, develop her country for the benefit of her people, she will, however victorious, be compelled to allow the normal economic life of Germany—as of the rest of Europe—to go on as before, which means that

German industry and competition, brains, culture and ideas will occupy about the place that they would in any case. Because the conqueror must, by reason of the economic pressure of his own needs, leave the vanquished their material possessions he is by that fact compelled to leave them their moral and spiritual possessions. The real importance of economic interdependence—our reliance upon markets, credit, confidence, law-enforced contracts, and the rest—is that it has rendered it impossible to push home military force with the old ruthlessness for the purpose of destroying the nationality of others. If all the preponderance of force which men of small nationalities, like the Alsacians or the Irish or the Finns, have had to face has failed in its object (as it has), it is certain that the destruction of France, for instance, is impossible of accomplishment.

Whatever may be the future place of the Slavs, Teutons, French, or English in the world, this war is not going to settle it, or seriously to affect it, except to render the condition of all more barbaric. We may inflict or bear atrocious suffering; but when it is all over we shall see that it is as futile to settle problems of nationality and racial culture by war as an earlier generation found it futile to settle religious rivalries by that means. To the extent that there is general realisation of this futility—and it is this truth above all which emerges from the economic facts we have been trying to make plain—will the danger of war in Europe decline. And by no other means.

Force and Religion.

Those who opposed the religious wars—who desired to keep military force out of religious questions—were held up to scorn as lacking in religious fervour, as unwilling to fight for their religion. The accusation was, of course, due to precisely the error of thought which was the cause of the wars. So now those who urge that national ideals should be neither imposed nor destroyed by war are attacked as sordid or lacking in patriotism. It is as grave an error as the older one. If the object of the respective States of Europe is to create and maintain such conditions as will best make for the general welfare, in the largest sense of the term, of their peoples, that object can be pursued by all without collision. Objects outside that—to impose the dominance of one religion, or language, or culture, as against another—should be outside the scope of military force; it should be left to free interplay of individual mind upon mind.

We do not believe this ideal is sordid or less worthy than the struggle for religious or racial domination based upon military power and inspired by hate and intolerance. We believe that we express the nobler ideal. That, however, is a matter of feeling opinion. What is a matter of simple fact is this: that the one hope of escaping from a welter and chaos in which civilisation itself may be submerged, or set back; it may be, for generations, is that Europe may give its support to the ideal which I have indicated, rather than to the conceptions of those who at times so bitterly deride it.

First Officer Victim of War.

The will of the first officer killed through the war is now proved, being that of Lieut. Hugh Jeffery Middleton, R.N., of Bilsby Castle, Northumberland, who died on August 10, owing to an accident on board a mine-sweeping trawler off Fraserburg, Aberdeen, at the age of 35.

The value of the estate amounts to £190,521. He gave an annuity of £1,400 to his father, Sir Arthur Middleton, and the residue on various trusts for his wife and children.

LET US REALISE.

A Pointed Article by Arnold Bennett.

From the first there were, I doubt not, people who adopted towards this war the right attitude, exercising imagination enough to realise just what it is, and displaying a cheerful fortitude. Only I do not happen to come across many such people.

I observed, roughly, two attitudes of mind. In the first attitude wild fancy was paramount, in one form or another. Thus, people sent their silver to the Bank, and took down the pictures from the walls. And when I asked them: "Why have you sent your silver to the Bank?" they literally had no reply. It was an instinct with them. Thus, tradesmen in country districts sent round representatives on motor-bicycles asking for household orders, and stating that orders not given instantly might never be executed. (Not all the fault of panic-baying was due to customers.) Thus, people eagerly collected every flying rumour and passed it on improved, if not perfected. Thus, a landed proprietor whom I had never seen before came to see me and began: "Mr. Bennett, I must tell you that I am a great patriot. I think the Government ought to do something as to the food supply. I have £3,000 in cash and I can get more. I will use it in a scheme if the Government will give me power in this district to—etc., etc. Thus, people dismissed half their dependents to poverty and gave a hundred guineas to the Prince of Wales's Fund. Thus, numbers of idle people suddenly discovered for the first time in their lives that they were idle, and, in order to clear themselves of the reproach, began to offer their directive assistance to the Government and to demand the Government's prestige for their own military or semi-military schemes.

It was all very human, not dishonourable, sometimes honourable, and generally a little pathetic and foolish. After a time, most of these people (except the rumour-carriers) ceased from their activities defensive, offensive, or merely mischievous, through simple lack of encouragement. Then came the first news of real reverses and some of the greatest patriots were so upset that they could not bear to look at a newspaper. They wept for the human race, entirely forgot the existence of the British Fleet, and performed in secret every penance except fasting and giving up the ghost.

The Spell.

The other attitude which I observed was the stolid attitude. I observed it in myself, springing as I do from a very stolid part of England. I observed in myself that I "objected" to the war. I had not believed that the war would come. I had been (and am) an absolute opponent of conscription. I thought there was an immense deal of crying "wolf." I would always have voted for extra expenditure on education before extra expenditure on Dreadnoughts. I always forced myself to see the great excellences of Germany. I said that I had always been against the "balance of power" game, and in favour of the democratic control of foreign policy, and that if evil had come of the long and obstinate flouting of my principles, I could not help it; was in no way to blame, and accepted no responsibility. War? War was grotesque, a monstrous absurdity. It was unthinkable. There is just what it was—for us stolid ones—unthinkable.

That ladies should become active in the embryonic organisation of Red Cross work showed nice feeling, even if I could not approve the intense yearning to

nurse wounded men on the part of young girls who had never seen a wound in their lives, much less dressed one. But when the billeting question grew into an actuality, though I was prepared to receive cheerfully as many soldiers as might be quartered on me, I privately reflected that the consequent upset in the house would really be most inconvenient. Even when walls and hedges began to be destroyed in my district, and I perceived that my home lay between certain military works and the sea, and barriers were put across high roads, and I was challenged by guards when I strolled forth in the dusk—even then I was still "objecting" (in my heart) to war.

Well, gradually, my imagination—I don't mean my professional novelist's imagination, but my human imagination—woke up, and little by little showed me that it would have been just as logical to object in my heart to the eclipse. But how well and intimately I understand the stolidity of those people in the Midlands and the North, to whom it has been suggested that lecturing missionaries of war should be dispatched! A small minority will never care what happens—and their indifference is a proof that, so far as they are concerned, the governmental social policy of this kingdom has been a failure, because it is a proof that they believe they have nothing to lose. The immense majority, however, will assuredly arouse themselves and inform themselves and enrol themselves emotionally in the organism of the realm. They will need no lecturers. Events will do the spell-binding, and football will cease to be the highest good.

Bringing it Home.

I am perhaps prejudiced, but I prefer the imagination that works too slowly to the imagination that works too quickly and gets out of control. But what we want is the imagination that works promptly and with disciplined justice—in other words, the power to realise what is afoot, to bring it home to ourselves. Such a power is the most precious of all human faculties—a rich source of reasonableness, good judgment, and magnanimity. We all have it in some degree, generally less than greatness. We can all cultivate it. The more moral and self-satisfied and successful we are, the deeper is our need of it; for, as a rule, it does not go with righteousness. The mischief with nearly all of us is that we do not grasp the significance of our destiny. We read history and of events magnificent and terrible, and our souls are not large enough to understand that fate has singled us out, this very generation of ours, to figure in history as no generation ever figured before.

We talk of dynastic megalomania and of the arrogant wrong-headedness of Prussian militarism and we say that these phenomena must perish as wild beasts perish. And for the sake of everyday convenience we are entitled to talk so. But these Prussians, even the most outrageous of them, are not mere wilful swaggering rascals. They are properly viewed, the helpless agencies of the tremendous process of evolution. What we are assisting at is a senseless, utterly idiotic European war. True! But it is more. It is the last—or nearly the last—blind instinctive struggle between an old ideal and a new one. The ideal of homicidal war was once a noble ideal; indeed, the noblest. It appealed to men as nothing else could. But the tragedy of an ideal is that it becomes base by comparison with its successor. And so sinks in blood. Its expiring act is usually a foul crime.

Let us sit down and read history. Read the most terrific pages of history. Read of Caesar, of Attila, of Napoleon. Get our souls full of those pages. Comprehend the sublimity of their

HOUSE OF COMMONS SCENE.

Mr. Will Crooks Sings the National Anthem.

An inspiring and spontaneous scene in the House of Commons to-day marked the prorogation of Parliament until October 27, says the *Globe* of Sept. 18.

It is customary, writes a *Globe* representative, on the day that Parliament is prorogued for members to shake hands with the occupant of the Chair on leaving, but before this last act of courtesy could be proceeded with, Mr. Crooks asked whether it would be in order to sing "God Save the King." Members looked at one another, scarcely knowing what to do. The Deputy Speaker made no response to the question put by the Labour member, whereupon Mr. Crooks began to sing the opening notes of the National Anthem.

Immediately all heads were bared, and members rose en masse to their feet. The "strangers" in the Gallery, and the reporters, also followed their example. Cabinet Ministers, private members, "strangers," and pressmen, all joined in the anthem and at the conclusion of this unprecedented loyal demonstration Mr. Crooks called for three hurrahs.

These were enthusiastically given, and then Mr. Crooks, looking across to the Nationalist benches, called out "God save Ireland!" Immediately Mr. Redmond responded to the compliment, "God save England!" he cried out heartily.

With this ended a remarkable demonstration as unique as it was unexpected.

Members formally shook hands with the Deputy Speaker and the session was at an end.

Missing Officers Safe.

The Dowager Duchess of Roxburgh has received a telegram saying that her son, Captain Lord Robert Innes-Ker, who was reported missing, is safe, in hospital in Paris, wounded in the legs.

Viscount Castlerosse, of the Irish Guards, who was reported missing and wounded, is now stated to be in an American ambulance, wounded in the elbow, but doing well.

And then force ourselves to realise that the page now being written transcends them all in horror and importance. We cannot realise it. . . . But we must. And the sooner the better. This thing has happened to us. The realisation should induce a solemn state of mind, for which there is no word except the word religious. It should stir not only the minor religious virtues of faith, obedience, fortitude, and helpfulness, but the final religious virtue of carelessness about self. Comforts, conveniences, rewards, justice, even life—what are they when the loss of them is calmly risked? We may or may not see the end of this thing. The old ideal may or may not be as moribund as we had supposed.

What matter? We shall have lived in an age unparalleled; and human dignity remains. Some, I admit, are pessimistic concerning the result—not the result to Britain of Britain's pugnacity, but the vast result of the struggle between ideals. Of course, commonsense, energy, steadfastness, the informed consciousness of right, may fail. Nobody who wishes to think so can be prevented from thinking so. Personally, I do not think so. I am on the side of the far future, and the far future is always right—till in its turn it slips into the past.

GERMAN COLONIES.

The Case for Annexing Them.

Some of the German newspapers have been complaining lately that England, "the stealer of colonies," has attacked the German colonies in Africa, and thereby destroyed the essential unity of the European race in the eyes of the blacks. As for the latter argument, it is safe to say that no African native would be deceived by it; as to the former complaint, it is merely a question of taste. Taking colonies happens to be one of our ways of making war, and we prefer it to the German habit of making war by destroying cities and firing on women and children.

There is, however, another side to this question of annexing the German Colonial Empire. One hears it urged (a) that the German colonies are useless; (b) that we have already more territory than we require; and consequently (c) that we should take these colonies by all means as hostages, pawns to play with at the eventual peace conference, but that in the end we should give them back to Germany. This line of argument deserves careful consideration.

As to (a) that the German colonies are useless. This is a very dubious proposition. Samoa is one of the strategic centres of the Pacific. German South-west Africa contains good land and bad, but much of it is good cattle country, and there are well-authenticated reports of considerable mineral wealth. German East Africa, apart from its value as the missing link in the Cape-Cairo railway, has been lauded by British explorers, and well spoken of by German planters. Togoland has about the same undeveloped value as the neighbouring British Gold Coast, which is now a flourishing dependency. The Cameroons and German Congo are much the same in character as the neighbouring British, French, and Belgian colonies.

But, it is said by those who pursue this line of argument, the Germans have not made a success of their colonies, and it must be because those colonies are useless; since the German is an admirable colonist elsewhere. That consideration, although plausible, will not carry us far. We, ourselves, with some little reputation as colonists, made a poor show of it early in Nigeria, in the days when every sailor sang of "The Bight of Benue! The Bight of Benue! Where few go out, though many go in."

Germany, like Britain, had to buy her experience in the colonial field; and it is something of a tragedy for her that at the very time she had bought it—at a sufficiently heavy price—her diplomacy at Berlin should deprive her of the colonies. But it remains true, although the fact is often overlooked, that the German colonies would have developed more rapidly had she had sufficient population. They were acquired at a time when Germany had a large surplus population, which was lost every year by emigration to the United States, Australia, and elsewhere; but a few years after the colonies were acquired in obedience to the patriotic principle that German emigrants should remain on German soil, the development of German industry at home absorbed, and more than absorbed, surplus population. For the last decade and more Germany, so far from exporting a surplus population of her own, has imported a large Slav contingent to cut the harvest in her eastern provinces. That is one of the reasons why the German colonies have not gone ahead so quickly as was expected. One of the reasons for which they were

UNCLAIMED TELEGRAMS.

Great Northern Telegraph Company, Ltd.

Obahon Teokto, Amoy.
Dongsunyang Yeetichan, Chefoo.
Euyansang, Shanghai.
Laohong Dicksons News, Shanghai.

A. B. SORESENSEN,
A. G. Superintendent.
Hongkong, Oct. 23, 1914.

Eastern Extension Australasia and China Telegraph Co.

Ainguet, Rangoon.
Begasiera Paquebot Chilli, Ostende.
Conlon Patrick F. (2), San Francisco.

Cheeyinphu Kwong Fong Thai Biekaihow, Singapore.
Desboin Passenger Mongolia, New York.

Foutvot, Saigon.
Lobingier c/o American Consul, Manila.
Zuellig Hongkong Hotel, Manila.

W. B. ELWES,
Hongkong, 22nd Oct. 1914.

Melbourne's Gift to Belgium.

The Belgian Minister in London has received a donation of \$10,000 from the Mayor of Melbourne, Australia, for the Belgian Relief Fund.

acquired had temporarily ceased to exist.

One may dismiss, therefore, argument (a). Turning to argument (b)—that we have more territory than we require—one may remark that this argument has been advanced continuously this last two hundred years and more, and it has never availed to stop expansion. It was used when the backwoodsmen of the old colonies on the Atlantic seaboard of North America crossed the Ohio. Most of all was the argument used in mid-Victorian times by the Manchester School, which regarded all dependencies as a burden to be shaken off as quickly as possible; indeed, it was triumphant—as an argument—for the whole of that generation. But in practice it was either ignored or it proved impossible to carry out; for the very men who used the argument saw the early growth of New Zealand as a British colony, the spread of settlement towards Western Canada, the founding of Natal, and the Dalhousie policy in India.

Is there any real danger that the further increase of the Empire by the annexation of the German colonies in Africa would overburden us? I doubt it. The work to be done, of administration and development, is certainly increasingly heavy; there are large tracts of country not yet developed—Northern Australia is the salient case. But there is likewise an increasing population at home, and it is absurd to pretend to-day, when one is confronted by an England of unsurpassed and increasing virility, that we do not as a nation still desire opportunities of pioneering and building up our type of civilisation in the outer world. After the war, too, we shall have numbers of men trained to arms, to whom the civilian life they are now abandoning no longer offers attractions. Many a Canadian and South African city or township owes its origin to such disbanded legionaries; and after the present war thousands of those who are now raw recruits being taught their first drill will take their chance of a scheme of settlement in the annexed German colonies if they are given it.—A. Wyatt Tilley in the *Globe*.

